

ANNUAL REPORT  
OF THE  
PUBLIC WORKS DEPARTMENT



OF THE  
CITY OF BOSTON  
1924







ANNUAL REPORT  
OF THE  
PUBLIC WORKS DEPARTMENT  
FOR THE  
YEAR 1924



COMPLIMENTS OF

JOSEPH A. ROURKE,

Commissioner of Public Works

PLEASE EXCHANGE



ANNUAL REPORT

OF THE

PUBLIC WORKS DEPARTMENT

FOR THE

YEAR 1924



CITY OF BOSTON  
PRINTING DEPARTMENT  
1925



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ANNUAL REPORT  
OF THE  
**PUBLIC WORKS DEPARTMENT**  
FOR THE  
YEAR ENDING JANUARY 31, 1925.

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Boston, February 1, 1925.

HON. JAMES M. CURLEY,  
*Mayor of the City of Boston:*

SIR,—In compliance with Revised Ordinances the annual report of the operations and expenses of the Public Works Department for the year ending January 31, 1925, is respectfully submitted. The Public Works Department, created by Ordinances 1910, chapter 9, now chapter 28 of the Revised Ordinances of 1914, was formed by consolidating the Engineering, Water and Street Departments.

ORGANIZATION.

The department is composed of five main divisions, viz.:

*Central Office.*—The Central Office is composed of the accounting force of the entire department under the charge of the secretary and chief clerk.

*Bridge and Ferry Division.*—This division, under a division engineer, has the charge and care of all bridges used as highways which are in whole, or in part, under the control of the city; the care and management of the ferries owned by the city, including boats, slips, drops, and buildings.

NOTE.—The Boston and Cambridge Division, so called, is not strictly speaking a division of the Public Works Department, as this work is in charge of a commission of two, one member appointed by the Mayor of Boston and the other by the Mayor of Cambridge, under the provisions of chapter 412 of the Acts of 1904; but because of the fact that the present Commissioner of Public Works is the Boston member of this commission and also because one half of the expense of this commission is defrayed by the Bridge Service, it is in this report treated as a division of this department.

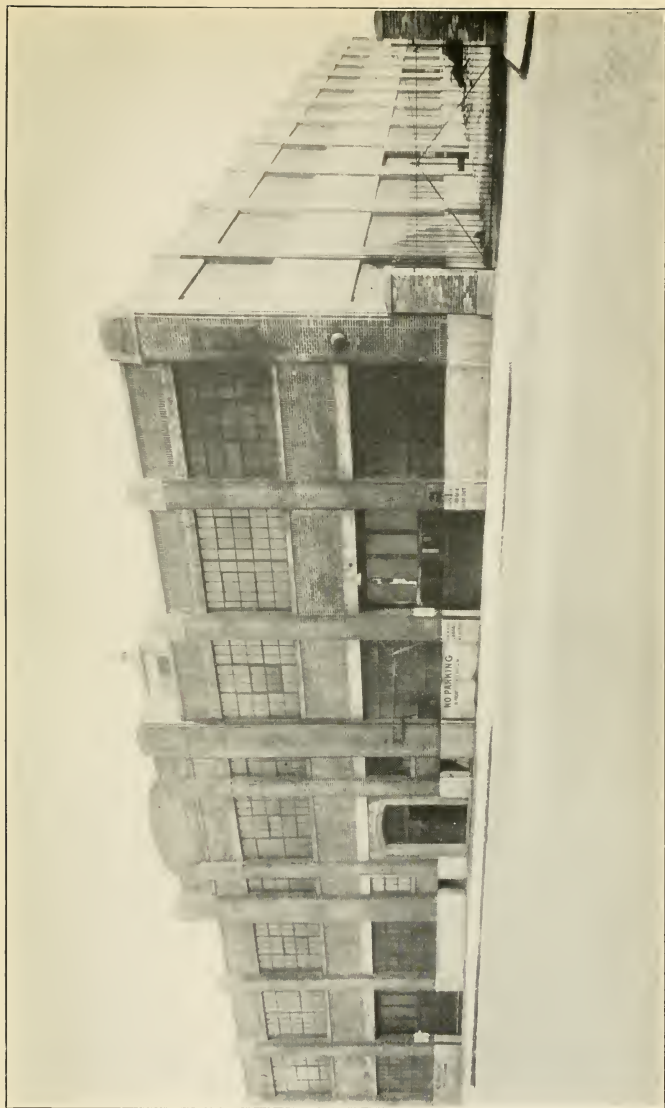
*Highway Division.*—This division, under a division engineer, has the care of the construction, reconstruction, and maintenance of roadways and sidewalks; the care of lamps and the lighting of streets, parks, and alleys.

*Sewer and Sanitary Division.*—This division, under a division engineer, has charge of the construction of sewers, catch-basins, and waterways; the collection and removal of ashes, garbage, and refuse; street cleaning; and the oiling and watering of streets.

*Water Division.*—This division, under a division engineer, has the care of water pipes, installation of meters, water service, laying and relaying of water mains, and the high pressure fire service.

#### GENERAL.

The past year witnessed the completion of the Albany street garage in which are housed motor vehicles of all divisions operating within a limited radius from this location, and in which minor repairs are made on all motor equipment for the entire city. This garage is



PUBLIC WORKS DEPARTMENT GARAGE, 624 ALBANY STREET.





PUBLIC WORKS DEPARTMENT GARAGE, UPPER FLOOR.



active during every twenty-four hours of the entire year, and particularly are its services appreciated for the mobilization and equipment of vehicles and plows for snow work in the winter, for night street cleaning, and for emergency purposes.

We are still deficient in garages in the outlying yards, particularly in West Roxbury and in the Hancock street, Dorchester, paving yard, and a loan of \$50,000 should be obtained the coming year for the construction of a garage in the latter yard.

The Park Department has taken over for park purposes the property in East Boston where is now located our Public Works Department yard handling paving, sanitary, water and sewer activities. A new location must be sought elsewhere.

In order to catch up with the deferred reconstruction of bridges, we established a policy of rebuilding four railroad bridges and one drawbridge, all inside the debt limit, during the four years of the administration, as a result of which Cambridge Street Bridge, Allston, Beacon Street Bridge, and Chelsea South Bridge have been completed. Dartmouth Street Bridge is now being reconstructed; and a loan of \$100,000 inside the debt limit should be available for the reconstruction this year of the Massachusetts Avenue Bridge over the New York, New Haven and Hartford Railroad.

Congress Street Bridge has been in deplorable condition for some time past and should be replaced at once with a bascule draw span, at an estimated cost of \$800,000 and authority for a loan for this amount, outside the debt limit, should be sought from the Legislature. The above record of reconstruction within the debt limit justifies this request.

During the Peters administration a loan of \$1,000,000 outside the debt limit, was allowed by the Legislature for ferry improvements, including the construction of two new ferryboats. We have built two double teaming drops of modern design, and a contract has been

awarded for a second pair of drops, which are now nearing completion and which will greatly facilitate vehicle travel on and off the boats at the South Ferry.

Before similar drops can be installed at the North Ferry it will be necessary to provide new boats, in order to support properly the outboard end of the modern drop which rests on the boat itself. The "Hugh O'Brien," a side-wheel boat, was built in 1883 and should be scrapped and sold as junk. The "Governor Russell" was built in 1898 and is in fair condition for ordinary traffic with the old drops. The "General Sumner," built in 1900, is in very poor condition both for heavy traffic and for supporting the new drops. Hence an immediate necessity exists for the construction of two new steel boats of the Sullivan-Flaherty-Palumbo type, which are the only three modern boats now in service at the ferries, although the "Noddle Island" was rebuilt in 1921 and is a substantial wooden craft well fitted for service for many years. A loan of \$1,000,000 outside the debt limit, should be requested of the Legislature to provide for ferry improvements, including two new boats, and whatever balance remains to be utilized for drops.

Our paved roadways are rapidly deteriorating because of heavy traffic due to motor truck transportation, and particularly is this true of the heavily loaded trucks engaged in inter-city and state transportation. The state built and now maintains as a general traffic highway about a mile and a half of boulevard on Washington street, West Roxbury, northwest from the Dedham line, and this is the total contribution to the City of Boston from state highway funds. In addition to what might be called city highways, we must maintain and keep in good condition various main traffic arteries from the center of the city to the outskirts, from five to nine miles in length, which take care of this traffic, and yet the city receives not one cent of the income from motor vehicles collected by the state.

We have available each year but \$1,000,000 for the reconstruction and repair of streets by contract, a sum hopelessly inadequate for the purpose, and it is extremely unfair to the city to deny it a certain proportion of the receipts from automobile fees now spent by the State Department of Public Works on traffic highways in other parts of the state, than in the City of Boston.

At present, due to statutory limitations, we can spend only \$1,000,000 within the debt limit for sewerage works each year. This is hopelessly inadequate and the Legislature should be petitioned for authority to increase this amount to \$1,500,000. Such approval was refused by last year's Legislature; but when it is considered that twenty years ago we spent \$1,500,000 for sewerage works, and we are flooded with petitions for sanitary sewers for new dwellings throughout the city, and there is a continuous necessity for covering open brook courses in order that flood conditions in new and old built-up sections shall be avoided, the justice of this request becomes apparent.

At present we assess upon abutters for sanitary sewers \$2 per lineal foot of frontage on each side of the street, which was also established by law when the cost of sewerage works was much less than it is today. The average cost for such construction amounts to \$10 per lineal foot, and there is no reason why this assessment should not be increased by statutory amendment to at least \$4 per lineal foot.

Attention is again called to the relinquishment to the Massachusetts General Hospital of the North Grove street sanitary yard and the substitution of another yard either on the land of the Boston Elevated Railway or on that of the New York, New Haven and Hartford Railroad at Commercial street, on the waterfront, and the installation of an incinerator for the North and West Ends and city proper districts.

The disposal of litter and ashes in inland dumps, both in the day labor and contract districts, should be super-

seded within a short time by incineration which, when adopted, will include garbage. Within two years the South Bay dump will be filled, and whether or not incineration for this district is provided previously, another slip to handle refuse and ashes should be constructed alongside the existing garbage slip at Albany street in 1926, which will be in accordance with the requirements of the Coleman disposal contract under which the material must be received and disposed of by the contractor.

During the past ten years—from 1914 to 1923, inclusive—there was turned back into the city treasury from excess water revenue over \$2,000,000, a greater part of which should have been spent in reinforcing old main supply lines into the city. The two low service supply lines to the city are a 48-inch in Beacon street, laid in 1859, and a 30 and 36-inch in Tremont street, laid in 1847. The condition of the latter lines in Tremont street, between Castle street and the Common is such that the gates are kept closed and will be opened only for emergency purposes. These pipes cross the existing railroad bridge at Castle street in an overhead crossing and will have to be removed on account of the Tremont street widening.

In order that the low service supply to the city may be guaranteed, we should continue the existing 48-inch line which comes direct from the reservoir down Beacon street and Commonwealth avenue to Massachusetts, by extending it down Commonwealth avenue into the Common, thus replacing the Beacon street line which may go out of service at any time. The present 30 and 36-inch mains in Tremont street should be united into one 48 and carried in a tunnel either under Tremont Street Bridge or Berkeley Street Bridge and through Park square into Charles street and connect with the new 48-inch from Commonwealth avenue. A loan of \$800,000 outside the debt limit should be sought from the Legislature, in order that this work may be prose-

cuted immediately, since the safety of the city proper from conflagration depends particularly upon these two old existing pipe lines.

The next fiscal year will end on December 31, 1925, and the fourth quarter's water income will not be available as in previous years. In order to provide services in locations where no mains now exist, to practically complete the high pressure fire service, and to provide other necessary extensions, the City Council should be requested to approve a loan outside the debt limit for this work, in accordance with chapter 44, section 8, of the General Laws.

Respectfully submitted,

JOSEPH A. ROURKE,  
*Commissioner of Public Works.*

**Expenditures Under the Maintenance Appropriation of the  
From February 1, 1924,**

| GROUP AND ITEM.                               | Central.    | Bridge.      | Ferry.       |
|---|-------------|--------------|--------------|
| <b>A. PERSONAL SERVICE AS PER SCHEDULE A:</b> |             |              |              |
| 1. Permanent employees.....                   | \$80,630 29 | \$326,381 27 | \$303,669 07 |
| 2. Temporary employees.....                   |             | 18,859 57    | 11,373 89    |
| 3. Unassigned.....                            |             | 5,259 83     | 7,196 77     |
| <b>B. SERVICE OTHER THAN PERSONAL:</b>        |             |              |              |
| 1. Printing and binding.....                  | 600 00      |              | 406 71       |
| 2. Postage.....                               | 200 16      | 129 68       | 4 00         |
| 3. Advertising and posting.....               |             | 19 20        | 44 45        |
| 4. Transportation of persons.....             | 231 31      | 556 62       | 83 95        |
| 5. Cartage and freight.....                   |             | 3 94         | 317 10       |
| 6. Hire of teams and auto trucks.....         |             | 120 26       | 3,276 97     |
| 7. Heat.....                                  |             |              | 1,477 57     |
| 8. Light and power.....                       |             | 9,438 39     | 6,323 09     |
| 9. Lighting streets, alleys and parks.....    |             |              |              |
| 10. Rent, taxes and water.....                |             | 318 81       | 306 07       |
| 12. Premium on surety bonds.....              | 6 00        |              | 85 00        |
| 13. Communication.....                        | 37 84       | 194 91       | 249 52       |
| 14. Motor vehicle repairs and care.....       | 291 25      | 2,449 72     | 49 60        |
| 15. Motorless vehicle repairs.....            |             |              |              |
| 16. Care of horses.....                       |             |              |              |
| 18. Cleaning.....                             |             | 15 00        | 36 00        |
| 19. Removal of ashes, dirt and garbage.....   |             |              |              |
| 20. Disposal of ashes, dirt and garbage.....  |             |              |              |
| 21. Removal of snow.....                      |             |              |              |
| 22. Medical.....                              |             |              |              |
| 23. Veterinary.....                           |             |              |              |
| 24. Blacksmith.....                           |             |              |              |
| 27. Testing materials and supplies.....       |             |              |              |
| 28. Expert and architect.....                 |             |              |              |
| 29. Stenographic, copying and indexing.....   |             |              |              |
| 32. Towing.....                               |             |              | 340 00       |
| 35. Fees, service of venires, etc.....        | 12 00       | 42 00        |              |
| 36. Boiler inspection.....                    |             | 15 00        | 20 00        |
| 37. Photographic and blueprinting.....        |             | 7 50         |              |
| 39. General plant.....                        | 91 75       | 35,901 70    | 69,797 07    |
| 40. Harness, etc., repairs.....               |             |              |              |
| 41. Horseshoeing and clipping.....            |             |              |              |
| 42. Repairing streets, etc.....               |             |              |              |

Several Services by Items of the Segregated Budget.  
to January 31, 1925.

| Lighting.  | Paving.      | Street<br>Cleaning<br>and<br>Sanitary. | Sewer.       | Water.       | Totals.        |
|------------|--------------|--|--------------|--------------|----------------|
| \$6,642 73 | \$938,522 94 | \$1,505,222 04                         | \$378,060 77 | \$815,074 02 | \$4,354,203 13 |
| .....      | 5,328 13     | 51,551 62                              | 1,974 75     | 11,400 60    | 100,488 56     |
| .....      | 19,580 15    | 49,667 26                              | 12,919 43    | 21,791 23    | 116,414 67     |
| .....      | .....        | 770 00                                 | 204 00       | 364 85       | 2,345 56       |
| 30 00      | 396 27       | 201 52                                 | 264 06       | 536 87       | 1,852 56       |
| 30 00      | 86 35        | 79 50                                  | 17 00        | 32 50        | 309 00         |
| 15 00      | 862 73       | 211 90                                 | 1,261 11     | 9,074 50     | 12,297 12      |
| .....      | 6 89         | 121 92                                 | 37 37        | 269 33       | 756 55         |
| .....      | 34,300 26    | 107,535 97                             | 60 00        | 305 35       | 145,598 81     |
| .....      | .....        | .....                                  | 48 85        | 3,503 08     | 5,029 50       |
| .....      | 1,805 83     | 3,892 24                               | 3,245 39     | 1,850 56     | 26,555 50      |
| 802,771 91 | .....        | .....                                  | .....        | .....        | 802,771 91     |
| .....      | 4,088 00     | 1,783 33                               | 829 17       | 815 25       | 8,140 63       |
| .....      | 9 00         | 3 00                                   | .....        | 25 00        | 128 00         |
| .....      | 1,675 08     | 1,434 18                               | 711 30       | 1,916 26     | 6,219 09       |
| 193 54     | 10,468 04    | 20,921 84                              | 1,596 85     | 6,933 09     | 42,903 93      |
| .....      | 1,835 32     | 31,375 23                              | 223 60       | 277 86       | 33,712 01      |
| .....      | .....        | 9 00                                   | .....        | .....        | 9 00           |
| .....      | 169 30       | 268 20                                 | 83,594 16    | 28 90        | 84,111 56      |
| .....      | .....        | 368,184 00                             | 160 76       | .....        | 368,344 76     |
| .....      | 111 73       | 350,418 25                             | .....        | 126 50       | 350,656 48     |
| .....      | 76,479 05    | .....                                  | .....        | .....        | 76,479 05      |
| .....      | .....        | .....                                  | 38 00        | .....        | 38 00          |
| .....      | 55 00        | 505 11                                 | .....        | .....        | 560 11         |
| .....      | 1,781 51     | 365 30                                 | 424 70       | 69 35        | 2,640 86       |
| .....      | .....        | .....                                  | .....        | 13 50        | 13 50          |
| .....      | .....        | .....                                  | .....        | 1,400 00     | 1,400 00       |
| 60 34      | .....        | .....                                  | .....        | .....        | 60 34          |
| .....      | .....        | .....                                  | .....        | .....        | 340 00         |
| 10 00      | 726 00       | 759 00                                 | 173 00       | 1,211 00     | 2,933 00       |
| .....      | 60 00        | .....                                  | 47 00        | .....        | 142 00         |
| .....      | 135 00       | .....                                  | .....        | 11 50        | 154 00         |
| 18,445 17  | 6,731 23     | 30,079 90                              | 24,168 46    | 85,249 21    | 270,464 49     |
| .....      | 454 30       | .....                                  | 15 75        | 19 50        | 489 55         |
| .....      | 5,089 55     | 8,424 59                               | 13 97        | 601 85       | 14,129 96      |
| .....      | 12,110 47    | .....                                  | 1,374 15     | 53,452 30    | 66,936 92      |

**Expenditures Under the Maintenance Appropriation of the  
From February 1, 1924,**

| GROUP AND ITEM.                       | Central.           | Bridge.             | Ferry.              |
|---------------------------------------|--------------------|---------------------|---------------------|
| <b>C. EQUIPMENT</b>                   |                    |                     |                     |
| 2. Machinery.....                     |                    |                     |                     |
| 3. Electrical.....                    |                    |                     |                     |
| 4. Motor vehicles.....                | \$1,255 08         | \$4,925 54          |                     |
| 5. Motorless vehicles.....            |                    |                     | \$900 00            |
| 6. Stable.....                        |                    |                     |                     |
| 7. Furniture and fittings.....        |                    | 129 40              | 17 80               |
| 9. Office.....                        | 88 00              |                     |                     |
| 11. Marine.....                       |                    |                     | 3,959 02            |
| 13. Tools and instruments.....        |                    | 1,875 77            | 4,016 11            |
| 14. Live stock.....                   |                    |                     |                     |
| 16. Wearing apparel.....              |                    |                     | 97 50               |
| 17. General plant.....                |                    | 144 41              | 2,196 65            |
| <b>D. SUPPLIES:</b>                   |                    |                     |                     |
| 1. Office.....                        | 2,664 04           | 1,650 51            | 727 09              |
| 2. Food and ice.....                  | 95 95              | 95 93               | 83 10               |
| 3. Fuel.....                          |                    | 4,442 56            | 75,278 43           |
| 4. Forage and animal.....             |                    |                     |                     |
| 5. Medical, surgical, laboratory..... |                    |                     |                     |
| 7. Veterinary.....                    |                    |                     |                     |
| 8. Laundry, cleaning, toilet.....     | 1 12               | 96 49               | 395 85              |
| 11. Motor vehicle.....                | 306 32             | 1,508 77            |                     |
| 13. Chemicals and disinfectants.....  |                    | 1 30                | 253 10              |
| 16. General plant.....                |                    | 1,456 87            | 4,056 20            |
| <b>E. MATERIALS:</b>                  |                    |                     |                     |
| 1. Building.....                      |                    | 229 16              | 140 52              |
| 2. Highway.....                       |                    |                     |                     |
| 3. Bridges.....                       |                    | 34,689 99           |                     |
| 4. Ferries.....                       |                    |                     | 13,319 21           |
| 5. Sewer.....                         |                    |                     |                     |
| 6. Water.....                         |                    |                     |                     |
| 9. Machinery.....                     |                    | 310 10              |                     |
| 10. Electrical.....                   |                    | 892 59              | 1,042 63            |
| 13. General plant.....                |                    | 19 51               |                     |
| <b>F. SPECIAL ITEMS:</b>              |                    |                     |                     |
| 2. Damages.....                       |                    |                     |                     |
| 7. Pensions and annuities.....        |                    | 5,194 72            | 10,554 27           |
| 11. Workingmen's compensation.....    |                    | 694 28              | 833 15              |
| <b>Totals.....</b>                    | <b>\$86,511 11</b> | <b>\$458,071 30</b> | <b>\$523,527 46</b> |

Several Services by Items of the Segregated Budget.—Concluded.  
to January 31, 1925.

| Lighting.    | Paving.        | Street<br>Cleaning<br>and<br>Sanitary. | Sewer.       | Water.         | Totals.        |
|--------------|----------------|--|--------------|----------------|----------------|
|              | \$6,850 00     |  |              |                | \$6,850 00     |
|              |                |  |              | \$491 41       | 491 41         |
| \$32 97      | \$47,733 40    | \$46,058 59                            | \$10,903 56  | 18,617 56      | 129,526 70     |
|              |                | 17,587 48                              |              |                | 18,487 48      |
|              | 625 31         | 2,830 02                               | 76 25        | 207 70         | 3,739 28       |
|              | 439 65         | 83 25                                  |              | 2,259 31       | 2,929 41       |
|              | 433 03         |  | 178 00       | 600 66         | 1,299 69       |
|              |                |  |              |                | 3,959 02       |
|              | 10,825 33      | 9,838 31                               | 2,316 37     | 97,125 34      | 125,997 23     |
|              |                | 7,000 00                               |              |                | 7,000 00       |
|              | 25 00          | 81 90                                  | 826 63       | 489 50         | 1,520 53       |
| 1,971 50     | 1,229 09       | 2,088 35                               | 3,223 69     | 90 55          | 10,944 24      |
| 157 44       | 6,371 14       | 3,311 61                               | 1,968 74     | 9,972 63       | 26,823 20      |
|              | 297 56         | 2,566 71                               | 317 45       | 55 25          | 3,511 95       |
|              | 9,187 45       | 4,431 05                               | 59,656 91    | 1,817 24       | 154,813 64     |
|              | 23,112 20      | 96,790 05                              | 1,587 11     | 2,692 51       | 124,181 87     |
|              |                |  | 12 65        |                | 12 65          |
|              | 28 25          | 231 10                                 |              |                | 259 35         |
|              | 146 33         | 145 86                                 | 171 69       | 102 02         | 1,059 36       |
| 185 30       | 10,727 18      | 11,632 76                              | 1,695 92     | 7,922 67       | 33,978 92      |
|              | 153 15         | 190 75                                 | 262 19       | 59 60          | 920 09         |
|              | 3,920 26       | 1,636 18                               | 3,900 59     | 5,115 63       | 20,085 73      |
|              | 1,198 71       | 2,382 21                               | 2,667 67     | 359 70         | 6,977 97       |
|              | 158,893 93     | 30,373 20                              |              |                | 189,267 13     |
|              |                |  |              |                | 34,689 99      |
|              |                |  |              |                | 13,319 21      |
|              |                |  | 12,812 03    |                | 12,812 03      |
|              |                |  |              | 381,629 80     | 381,629 80     |
|              |                |  |              |                | 310 10         |
|              | 147 41         | 195 84                                 | 357 26       | 1,088 61       | 4,324 34       |
|              | 14,538 36      | 38,234 48                              | 9,998 37     | 4,349 96       | 67,140 68      |
|              |                |  |              | 34,124 52      | 34,124 52      |
| 181 00       | 26,195 64      | 21,780 24                              | 8,915 54     | 19,542 16      | 92,363 57      |
|              | 5,594 87       | 19,028 85                              | 2,616 52     | 3,251 81       | 32,019 48      |
| \$830,726 90 | \$1,451,541 38 | \$2,852,373 69                         | \$635,928 74 | \$1,608,320 10 | \$8,447,000 68 |

**Personnel Expenditures Under the Maintenance Appropriation  
From February 1, 1924,**

| GROUP AND ITEM.  | Central.   | Bridge.    | Ferry.     |
|--|------------|------------|------------|
| Commissioner.....  | \$9,000 00 |            |            |
| Division engineers.....                                      |            | \$3,750 00 | \$1,250 00 |
| Engineers in charge.....                                     |            |            |            |
| Clerks and stenographers.....                                | 60,557 33  | 3,532 01   | 1,386 59   |
| Messengers.....  |            |            |            |
| Assistant engineers (civil).....                             |            | 11,657 89  |            |
| Draughtsman.....   |            | 6,776 41   |            |
| Instrumentmen.....   |            | 6,024 20   |            |
| Rodmen.....  |            | 447 05     |            |
| Inspectors.....  |            | 2,374 55   |            |
| Foremen.....   |            | 2,088 36   |            |
| Subforemen.....  |            | 5,559 00   |            |
| Address printers.....  |            |            |            |
| Blueprinters.....  | 4,345 86   |            |            |
| Chauffeurs.....  | 1,633 67   | 6,576 42   | 390 00     |
| Cement testers.....  | 4,564 11   |            |            |
| Chief inspectors.....  |            |            |            |
| Chemist and assistant.....                                   |            |            |            |
| Claim agent.....   | 529 32     |            |            |
| Cashiers.....  |            |            | 2,005 48   |
| Constables.....  |            |            |            |
| Coalpassers.....   |            |            |            |
| Captains.....  |            |            | 28,719 27  |
| Drawtenders.....   |            | 227,387 68 |            |
| Deckhands.....   |            |            | 36,836 00  |
| Engineers (steam).....                                       |            |            | 28,072 50  |
| Electricians.....  |            | 1,888 40   | 1,888 40   |
| Emergencyemen.....   |            |            |            |
| Feeders.....   |            |            |            |
| Gate-men (ferry).....  |            |            | 23,094 32  |
| General foremen.....   |            |            | 3,008 22   |
| Joiners.....   |            |            | 1,945 40   |
| Laborers, janitors, teamsters, watchmen, stablemen, etc..... |            | 15,452 47  | 25,387 66  |
| Mechanics.....   |            | 29,683 50  | 25,319 48  |
| Masons.....  |            |            |            |
| Meter readers.....   |            |            |            |

of the Several Services by Items of the Segregated Budget.  
to January 31, 1925.

| Lighting.  | Paving.    | Street<br>Cleaning<br>and<br>Sanitary. | Sewer.     | Water.     | Total.       |
|------------|------------|--|------------|------------|--------------|
|            |            |  |            |            | \$9,000      |
| \$1,250 00 | \$3,750 00 | \$3,333 33                             | \$1,666 67 | \$5,000 00 | 20,000 00    |
|            | 750 00     |  | 2,005 16   | 3,500 00   | 6,255 16     |
| 3,592 73   | 27,808 24  | 4,113 12                               | 5,179 39   | 79,422 40  | 185,591 81   |
|            | 85 84      |  |            |            | 85 84        |
|            | 6,200 24   |  | 8,373 88   | 9,550 82   | 35,782 83    |
|            | 628 62     |  | 5,580 60   | 4,166 66   | 17,152 29    |
|            | 4,994 26   |  | 11,696 08  | 8,592 33   | 31,306 87    |
|            | 1,297 17   |  | 2,993 40   |            | 4,737 62     |
| 1,800 00   | 44,383 89  | 136,251 88                             | 46,248 30  | 53,593 00  | 284,651 62   |
|            | 24,826 61  | 44,274 85                              | 6,039 62   | 20,651 16  | 47,880 60    |
|            | 41,248 14  |  |            | 1,700 00   | 48,507 14    |
|            |            |  |            | 1,150 01   | 1,150 01     |
|            |            |  |            |            | 4,345 86     |
|            | 4,334 00   | 30,604 37                              | 7,411 00   | 20,456 00  | 71,405 46    |
|            |            |  |            |            | 4,564 11     |
|            | 1,250 44   |  |            |            | 1,250 44     |
|            | 427 67     |  |            |            | 427 67       |
|            |            |  |            |            | 529 32       |
|            |            |  |            |            | 2,005 48     |
|            | 2,005 48   | 4,760 82                               |            | 6,247 80   | 13,014 10    |
|            |            |  | 11,114 82  |            | 11,114 82    |
|            |            |  |            |            | 28,719 27    |
|            |            |  |            |            | 227,387 68   |
|            |            |  |            |            | 36,836 00    |
|            | 20,094 50  |  | 11,909 81  | 1,700 00   | 61,776 81    |
|            |            |  | 3,776 80   |            | 7,553 60     |
|            |            |  |            | 26,244 75  | 26,244 75    |
|            | 1,056 50   | 11,962 25                              |            |            | 13,018 75    |
|            |            |  |            |            | 23,094 32    |
|            | 2,921 78   | 6,016 44                               | 2,482 88   | 4,944 58   | 19,373 90    |
|            |            |  |            |            | 1,945 40     |
|            | 547,505 19 | 1,178,471 49                           | 115,670 50 | 236,832 13 | 2,119,319 44 |
|            | 182,820 38 | 69,380 69                              | 20,206 87  | 250,746 64 | 578,157 56   |
|            |            |  | 14,792 60  |            | 14,792 60    |
|            |            |  |            | 47,274 57  | 47,274 57    |

**Personnel Expenditures Under the Maintenance Appropriation of  
From February 1, 1924,**

| GROUP AND ITEM.                                  | Central.    | Bridge.      | Ferry.       |
|--|-------------|--------------|--------------|
| Medical inspectors.....                          |             | \$183 33     | \$83 33      |
| Oilers and firemen.....                          |             |              | 80,232 50    |
| Quartermasters.....                              |             |              | 22,103 93    |
| Sealers.....                                     |             |              |              |
| Sewer gatemen, cleaners, etc.....                |             |              |              |
| Supervisors.....                                 |             | 3,000 00     |              |
| Storekeepers.....                                |             |              |              |
| Stockkeepers.....                                |             |              | 1,486 98     |
| Superintendent and deputy.....                   |             |              |              |
| Telephone operator.....                          |             |              |              |
| Tollmen.....                                     |             |              | 20,459 01    |
| Veterinarian.....                                |             |              |              |
| Wharfingers.....                                 |             |              |              |
| Wharfmen.....                                    |             |              |              |
| Weighers.....                                    |             |              |              |
| Pavers.....                                      |             |              |              |
| Yardmasters.....                                 |             |              |              |
| Yardmen.....                                     |             |              |              |
| Permanent.....                                   | \$80,630 29 | \$326,381 27 | \$303,669 07 |
| Temporary.....                                   |             | 18,859 57    | 11,373 89    |
| Unassigned (overtime and other departments)..... |             | 5,259 83     | 7,196 77     |
| Totals.....                                      | \$80,630 29 | \$350,500 67 | \$322,239 73 |

the Several Services by Items of the Segregated Budget.—Concluded.  
to January 31, 1925.

| Lighting.  | Paving.      | Street<br>Cleaning<br>and<br>Sanitary. | Sewer.       | Water.       | Total.         |
|------------|--------------|--|--------------|--------------|----------------|
| .....      | \$366 66     | \$2,058 29                             | \$91 67      | \$550 00     | \$3,333 28     |
| .....      | 7,907 75     | .....                                  | 62,178 00    | 3,139 00     | 153,457 25     |
| .....      | .....        | .....                                  | .....        | .....        | 22,103 93      |
| .....      | .....        | .....                                  | .....        | 4,629 00     | 4,629 00       |
| .....      | .....        | .....                                  | 30,421 51    | .....        | 30,421 51      |
| .....      | 2,607 12     | 3,509 59                               | .....        | 2,005 48     | 11,122 19      |
| .....      | .....        | .....                                  | .....        | 1,770 34     | 1,770 34       |
| .....      | .....        | 517 18                                 | .....        | .....        | 2,004 16       |
| .....      | 1,417 95     | .....                                  | 3,309 04     | 6,108 22     | 10,835 21      |
| .....      | .....        | 1,286 20                               | .....        | 1,090 00     | 2,376 20       |
| .....      | .....        | .....                                  | .....        | .....        | 20,459 01      |
| .....      | 500 00       | 2,250 00                               | 125 00       | 125 00       | 3,000 00       |
| .....      | .....        | 3,357 62                               | .....        | .....        | 3,357 62       |
| .....      | .....        | .....                                  | .....        | .....        | .....          |
| .....      | 1,486 98     | 1,586 94                               | .....        | .....        | 3,073 92       |
| .....      | .....        | .....                                  | 1,700 00     | 4,980 00     | 6,680 00       |
| .....      | .....        | .....                                  | .....        | 1,804 90     | 1,804 90       |
| .....      | 5,847 53     | 1,486 98                               | 3,087 17     | 7,099 23     | 17,520 91      |
| \$6,642 73 | \$938,522 94 | \$1,505,222 04                         | \$378,060 77 | \$815,074 02 | \$4,354,203 13 |
| .....      | 5,328 13     | 51,551 62                              | 1,974 75     | 11,400 60    | 100,488 56     |
| .....      | 19,580 15    | 49,667 26                              | 12,919 43    | 21,791 23    | 116,414 67     |
| \$6,642 73 | \$963,431 22 | \$1,606,440 92                         | \$392,954 95 | \$848,265 85 | \$4,571,106 36 |

## Cost of Maintenance of the Public Works Department Since 1915.

| DIVISION AND SERVICES.                    | 1916-17.       | 1917-18.       | 1918-19.       | 1919-20.       | 1920-21.       | 1921-22.       | Special Account, 1921-22. | 1922-23.       | 1923-24.       | 1924-25.       |
|---|----------------|----------------|----------------|----------------|----------------|----------------|---------------------------|----------------|----------------|----------------|
| Central Office.....                       | \$74,206 04    | \$73,965 70    | \$73,074 04    | \$79,909 15    | \$91,373 98    | \$88,308 02    | \$3,072 64                | \$100,457 23   | \$84,717 60    | \$86,511 11    |
| Bridge Service.....                       | 277,847 65     | 304,720 63     | 323,601 28     | 363,130 05     | 410,216 33     | 392,589 05     | 15,805 42                 | 382,413 98     | 387,290 23     | 426,330 81     |
| Boston and Cambridge Bridges.....         | 18,945 39      | 21,587 66      | 23,942 63      | 26,390 52      | 26,783 42      | 27,909 77      | 2,433 95                  | 27,669 10      | 30,832 74      | 31,740 49      |
| Ferry Service.....                        | 303,917 18     | 355,480 17     | 393,783 69     | 436,687 75     | 574,754 54     | 496,836 35     | 21,483 21                 | 497,091 70     | 498,684 78     | 523,827 46     |
| Lighting Service.....                     | 772,769 97     | 773,541 76     | 549,350 56     | 714,821 55     | 722,134 24     | 722,091 55     | 134,127 03                | 734,059 09     | 747,191 63     | 830,726 90     |
| Paving Service.....                       | 802,150 73     | 949,803 41     | 1,006,628 46   | 1,063,059 16   | 1,023,332 59   | 1,110,496 07   | 34,869 68                 | 925,828 45     | 1,140,959 74   | 1,208,503 43   |
| Removal of Snow.....                      | 303,570 39     | 203,210 45     | 138,639 39     | 78,802 12      | 663,111 55     | 215,399 21     | 6,611 10                  | 416,720 51     | 364,713 64     | 349,375 57     |
| Sanitary Service.....                     | 969,438 86     | 1,031,156 99   | 1,106,933 20   | 1,265,581 65   | 1,508,102 71   | 1,629,078 98   | 105,288 95                | 1,831,685 38   | 1,895,984 45   | \$2,072,913 32 |
| Sewer Service.....                        | 322,199 03     | 379,483 30     | 452,310 71     | 472,713 49     | 616,461 55     | 607,043 15     | 25,419 60                 | 507,758 00     | 605,796 63     | 635,928 74     |
| Street Cleaning Service.....              | 428,899 28     | 516,475 67     | 556,830 98     | 607,992 26     | 700,031 01     | 640,179 28     | 23,637 66                 | 627,203 22     | 607,583 55     | 592,645 85     |
| Street Watering and Oiling Service *..... | 121,450 68     | 110,488 14     | 137,150 39     | 118,014 00     | 186,763 20     | 145,454 29     | 491 24                    | 122,865 88     | 108,842 33     | 79,476 90      |
| Water Service.....                        | 917,823 64     | 1,045,543 65   | 1,055,842 87   | 1,010,634 32   | 1,253,166 33   | 1,252,418 76   | 41,656 57                 | 1,354,555 93   | 1,229,573 73   | 1,608,320 10   |
| Totals.....                               | \$5,313,218 84 | \$5,765,457 53 | \$5,809,108 20 | \$6,237,742 02 | \$7,776,231 65 | \$7,307,894 48 | \$414,896 05              | \$7,588,317 47 | \$7,702,101 05 | \$8,447,000 68 |

\* Engineering and Water Departments were consolidated into the Public Works Department, February 1, 1911.

† Includes \$71,000 paid by Street Cleaning and Oiling Service.

‡ Includes \$92,445.71 paid by Street Cleaning and Oiling Service.

§ Includes \$142,724.96 paid by Street Cleaning and Oiling Service.

## REVENUES 1924-25.

*On Account of the Public Works Department. Credited to  
General Revenue, as per City Auditor's Statement.*

## Bridge Service:

|  |           |             |
|--|-----------|-------------|
| Bridge repairs . . . . .                       | \$875 74  |             |
| Rent . . . . .                                 | 400 00    |             |
| Labor and material . . . . .                   | 80 78     |             |
| Maintenance, etc., Chelsea<br>Bridge . . . . . | 25,000 00 |             |
|  |           | \$26,356 52 |

## Ferry Service:

|                                    |             |           |
|------------------------------------|-------------|-----------|
| Tolls . . . . .                    | \$80,102 17 |           |
| Free ferries . . . . .             | 1 00        |           |
| Cleaning booths . . . . .          | 48 00       |           |
| Commission on telephones . . . . . | 128 70      |           |
| Sale of old material . . . . .     | 64 68       |           |
| Rents . . . . .                    | 417 16      |           |
| Headhouse privileges . . . . .     | 400 00      |           |
|                                    |             | 81,161 71 |

## Lighting Service:

|                                 |            |          |
|---------------------------------|------------|----------|
| Lighting bridges . . . . .      | \$2,630 89 |          |
| Damages to lamp-posts . . . . . | 336 00     |          |
|                                 |            | 2,966 89 |

## Paving Service:

|   |             |           |
|---|-------------|-----------|
| Sidewalk assessments . . . . .  | \$38,518 78 |           |
| Labor and materials . . . . .   | 11,535 60   |           |
| Permits . . . . .   | 33,320 47   |           |
| Sale of material . . . . .  | 643 18      |           |
| Labor and material chapter<br>28, section 9 (or sections 9<br>and 10), Revised Ordinances . . . . . | 1,065 25    |           |
| Inspectors' services . . . . .  | 1,995 00    |           |
| Rents . . . . .   | 25 00       |           |
| Excess charges . . . . .  | 75          |           |
|   |             | 87,104 03 |

## Sanitary Service:

|                                |              |            |
|--------------------------------|--------------|------------|
| Collection of waste . . . . .  | \$104,656 74 |            |
| Sale of manure . . . . .       | 3,059 08     |            |
| Sale of old material . . . . . | 1 00         |            |
|                                |              | 107,716 82 |

## Street Cleaning and Oiling Service:

|                          |          |          |
|--------------------------|----------|----------|
| Removing dirt . . . . .  | \$656 25 |          |
| Board of horse . . . . . | 283 50   |          |
| Sale of tank . . . . .   | 150 00   |          |
| Oiling streets . . . . . | 22 00    |          |
| Sale of carts . . . . .  | 40 00    |          |
| Rent . . . . .           | 200 00   |          |
|                          |          | 1,351 75 |

*Carried forward* . . . . . \$306,657 72

|                                     |                |                       |
|-------------------------------------|----------------|-----------------------|
| <i>Brought forward</i> . . . . .    |                | \$306,657 72          |
| Sewer Service:                      |                |                       |
| Entrance fees . . . . .             | \$9,285 01     |                       |
| Labor and material . . . . .        | 1,824 65       |                       |
| Assessments . . . . .               | 59 64          |                       |
| Inspectors' services . . . . .      | 124 11         |                       |
| Pumping sewage . . . . .            | 10,300 00      |                       |
| Damage to automobile . . . . .      | 117 75         |                       |
| Sale of material . . . . .          | 39 56          |                       |
| Rent . . . . .                      | 10 00          |                       |
|                                     |                | 21,760 72             |
| Water Service:                      |                |                       |
| Rates, 1925 . . . . .               | \$38,385 72    |                       |
| Prior years . . . . .               | 3,710,189 56   |                       |
|                                     | \$3,748,575 28 |                       |
| Fees . . . . .                      | 6,087 18       |                       |
| Off and on . . . . .                | 558 00         |                       |
| Service pipes and repairs . . . . . | 97,380 71      |                       |
| Sale of materials . . . . .         | 3,062 52       |                       |
| Damage to hydrants . . . . .        | 665 32         |                       |
| Relocating box . . . . .            | 13 63          |                       |
| Relocating hydrants . . . . .       | 600 00         |                       |
| Relocating pipes . . . . .          | 365 64         |                       |
| Establishing gate . . . . .         | 287 29         |                       |
| Elevator pipes installed . . . . .  | 135 44         |                       |
| Sale of gasoline . . . . .          | 193 60         |                       |
| Testing meters . . . . .            | 225 00         |                       |
| Sale of junk . . . . .              | 3,768 60       |                       |
| Sale of merchandise . . . . .       | 93 00          |                       |
| Fire pipes installed . . . . .      | 59,927 94      |                       |
| Interest on bank deposit . . . . .  | 1,273 25       |                       |
| Labor and material . . . . .        | 4,289 74       |                       |
| Board of horses . . . . .           | 367 50         |                       |
| Abandoning pipe . . . . .           | 237 77         |                       |
| Repairing pipes . . . . .           | 287 57         |                       |
| Sale of auto accessories . . . . .  | 52 72          |                       |
| Sale of lamp wick . . . . .         | 80             |                       |
| Repairs to fountains . . . . .      | 77 84          |                       |
| Water post changes . . . . .        | 41 84          |                       |
| Establishing hydrants . . . . .     | 71 87          |                       |
| Post hydrant rate . . . . .         | 1,585 80       |                       |
| Rebate on gasoline . . . . .        | 8 00           |                       |
| Furnishing water . . . . .          | 5 50           |                       |
| Drill returned . . . . .            | 83 00          |                       |
| Removing hydrants . . . . .         | 125 00         |                       |
| Pipes delivered . . . . .           | 376 76         |                       |
| Workingmen's compensation . . . . . | 69 00          |                       |
| Total for Water Service . . . . .   |                | 3,930,893 11          |
|                                     |                | <u>\$4,259,311 55</u> |

CONTRACTS MADE BY PUBLIC WORKS DEPARTMENT FROM FEBRUARY 1, 1924, TO JANUARY 31, 1925.  
Hired Teams.

| DISTRICT.                                    | Awarded to                         | Double,<br>per<br>Day. | Single,<br>per<br>Day. | Trucks,<br>per<br>Day. | Paving<br>Service. | Sanitary<br>Service. | Sewer<br>Service. | Street<br>Cleaning<br>and Oiling<br>Service. | Total.      |
|--|------------------------------------|------------------------|------------------------|------------------------|--------------------|----------------------|-------------------|--|-------------|
| 1 No. 1, South Boston and Dorchester North.. | T. F. Meaney.....                  | \$6 95                 | \$4 55                 | \$23 00                | \$10,660 14        | \$4,496 66           | .....             | .....  | \$15,156 80 |
| 1 No. 2, East Boston and Breed's Island..... | E. J. McHugh & Son.....            | 7 00                   | 4 48                   | 23 00                  | 1,088 00           | .....                | .....             | .....  | 1,088 00    |
| 1 No. 3, Charlestown.....                    | E. J. McHugh & Son.....            | 6 75                   | 4 75                   | 23 00                  | .....              | .....                | .....             | \$57 50                                      | 57 50       |
| 1 No. 5, West Roxbury.....                   | M. McGinnis & Co.....              | 6 40                   | 4 00                   | 23 00                  | 8,165 50           | 2,943 93             | .....             | .....  | 11,109 43   |
| 1 Nos. 6-9, Dorchester and Ashmont.....      | M. H. Loonie.....                  | 8 00                   | 4 00                   | 23 00                  | 6,133 05           | .....                | \$56 00           | .....  | 6,189 05    |
| 1 No. 7, Roxbury South and Jamaica Plain...  | M. Doyle & Co., Inc.....           | 5 89                   | 4 00                   | 23 00                  | 795 26             | 24,235 71            | .....             | .....  | 25,029 97   |
| 1 No. 8, South End and Roxbury North.....    | Highland Contracting Com-<br>pany. | 7 70                   | 6 00                   | 23 00                  | 5,162 95           | 17,595 45            | .....             | .....  | 22,758 40   |
| 1 No. 10, North and West Ends and Back Bay.  | B. E. Grant Company.....           | 7 00                   | 6 25                   | 23 00                  | 1,167 41           | 27,968 47            | .....             | .....  | 29,135 88   |
| 1 No. 11, Hyde Park.....                     | T. H. Corrigan & Sons.....         | 8 00                   | 5 00                   | 23 00                  | 600 00             | .....                | .....             | .....  | 600 00      |

<sup>1</sup> Advertised and awarded to the lowest bidder.

# BRIDGE AND FERRY DIVISION (BRIDGE SERVICE). Bridge Work.

| CONTRACT.  | Awarded to                            | Dated.          | Progress of Work.            | Contract Estimated. | Amount Expended in 1924. |
|--|---------------------------------------|-----------------|------------------------------|---------------------|--------------------------|
| <sup>1</sup> Repairing fenders of Dorchester Avenue Bridge, over Fort Point Channel, city proper.            | W. H. Ellis & Son Company.....        | March 25, 1924. | Completed April 28, 1924.... | \$3,870 00          | \$4,583 64               |
| <sup>2</sup> Furnishing labor required to repair flooring of Meridian Street Bridge.                         | Boston Elevated Railway Company.      | May 19, 1924.   | Completed June 20, 1924....  | 2,410 00            | 2,410 00                 |
| <sup>1</sup> Repairing fender piers and building pile supports of Northern Avenue Bridge.                    | W. S. Rendle & Son Company...         | June 23, 1924.  | Completed Nov. 14, 1924....  | 17,805 00           | 18,270 43                |
| <sup>1</sup> Repairing piers and fender guards of Summer Street Bridge, over Reserved Channel, South Boston. | W. H. Ellis & Son Company.....        | July 18, 1924.  | Completed Oct. 2, 1924.....  | 9,273 00            | 8,019 55                 |
| <sup>1</sup> Repairing and strengthening Commercial Point Bridge.  | P. A. Colleran.....                   | July 18, 1924.  | Completed Sept. 17, 1924.... | 1,874 00            | 2,194 40                 |
| Relocating cablehouses at Dartmouth Street Bridge.   | Western Union Telegraph Company.      | July 8, 1924.   | Completed July 8, 1924.....  | 3,600 00            | 3,600 00                 |
| <sup>1</sup> Resetting draw track, Northern Avenue Bridge.....   | E. J. Carnes Company.....             | Aug. 21, 1924.  | Completed Nov. 6, 1924.....  | 6,450 00            | 6,987 93                 |
| <sup>2</sup> Repairing sidewalk and flooring of Dorchester Avenue Bridge, over Fort Point Channel.           | C. & R. Construction Company..        | Aug. 28, 1924.  | Completed Oct. 23, 1924....  | 8,598 00            | 7,899 92                 |
| <sup>1</sup> Building two piers for Dartmouth Street Bridge, over Boston & Albany Railroad.                  | New England Foundation Company, Inc.  | Sept. 5, 1924.  | Completed Jan. 9, 1925.....  | 16,480 00           | 23,114 64                |
| <sup>1</sup> Repairing foundation piling, Chelsea Bridge North..   | William L. Miller Company.....        | Sept. 27, 1924. | Completed Oct. 29, 1924....  | 1,508 60            | 2,800 76                 |
| <sup>1</sup> Repairing fenders of Chelsea Street Bridge.....   | Rendle Stoddard Construction Company. | Oct. 4, 1924.   | Completed Jan. 3, 1925.....  | 4,124 00            | 4,968 53                 |
| <sup>1</sup> Painting draw span of Chelsea Bridge North.....   | Murray Engineering Company..          | Oct. 17, 1924.  | Unfinished.....              | 5,500 00            | 2,337 50                 |
| <sup>1</sup> Repairing Huntington Avenue Bridge, over the Boston & Albany Railroad.                          | C. & R. Construction Company..        | Oct. 31, 1924.  | Unfinished.....              | 6,112 00            | 7,563 82                 |
| <sup>1</sup> Rebuilding Dartmouth Street Bridge, over the Boston & Albany Railroad.                          | C. & R. Construction Company..        | Dec. 4, 1924.   | Unfinished.....              | 72,455 50           | Nothing.                 |
| <sup>1</sup> Repairing draw fender pier of Chelsea Bridge North..  | William L. Miller Company.....        | Jan. 24, 1925.  | Unfinished.....              | 1,495 00            | Nothing.                 |

<sup>1</sup> Advertised and awarded to the lowest bidder.<sup>2</sup> Only bid; unadvertised.<sup>3</sup> Advertised and awarded to the second lowest bidder.

Ferry Work.

PUBLIC WORKS DEPARTMENT.

21

| CONTRACT.  | Awarded to                                | Dated.          | Progress of Work.           | Contract Estimated. | Amount Expended in 1924. |
|--|---|-----------------|-----------------------------|---------------------|--------------------------|
| Teaming coal to ferryboats.....  | Delia Carter.....                         | Feb. 1, 1924.   | Completed Dec. 31, 1924...  | * \$0 .275          | \$2,689 47               |
| Weighing and vending machines in ferryhouses.....  | Auto Sales Corporation.....               | Feb. 1, 1924.   | Completed Dec. 31, 1924...  | † 400 00            | 400 00                   |
| Repairs to middle pier, South Ferry.....   | Rendle-Stoddard Construction Company..... | May 27, 1924.   | Completed June 15, 1924...  | 1,500 00            | 1,500 00                 |
| Repairs and alterations to South Pier, South Ferry, East Boston.                         | W. H. Ellis & Son Company.....            | May 27, 1924.   | Completed July 10, 1924...  | 1,500 00            | 1,500 00                 |
| Repairing ferry piers.....   | Rendle-Stoddard Construction Company..... | June 18, 1924.  | Completed July 26, 1924...  | 4,667 50            | 4,441 45                 |
| Rebuilding middle pier at the Boston landing of the South Ferry.                         | Rendle-Stoddard Construction Company..... | July 8, 1924.   | Completed Dec. 1, 1924....  | 13,057 50           | 32,656 13                |
| Foundations for ferry bridges for the South Ferry.....                                   | Rendle-Stoddard Construction Company..... | July 29, 1924.  | Completed Dec. 2, 1924....  | 17,780 00           | 30,856 98                |
| Two electrically operated ferry bridges with galleys, frames and accompanying machinery, | J. Edward Ogden Company.....              | Aug. 5, 1924.   | Unfinished.....             | 234,000 00          | 87,516 00                |
| Repairing piers at the North Ferry.....  | W. H. Ellis & Son Company.....            | Aug. 7, 1924.   | Completed Jan. 31, 1925.... | 17,820 00           | 17,544 00                |
| Repairing north drop, North Ferry.....   | W. H. Ellis & Son Company.....            | Aug. 11, 1924.  | Completed Aug. 11, 1924.... | 1,000 00            | 1,000 00                 |
| Repairing woodwork, iron work, etc., North Ferry.  | Murray Engineering Company.....           | Aug. 11, 1924.  | Completed Aug. 11, 1924.... | 8,163 76            | 3,000 00                 |
| Repairs on ferryboat "Noddle Island"   | R. T. Green Company.....                  | Sept. 26, 1924. | Completed Oct. 10, 1924.... | 1,574 00            | 1,574 00                 |
| Repairs to pontoon, North Ferry.....   | Murray Engineering Company.....           | Oct. 2, 1924.   | Completed Oct. 4, 1924....  | 2,875 00            | 2,875 00                 |
| Repairing hull of ferryboat "John H. Sullivan"   | R. T. Green Company.....                  | Oct. 17, 1924.  | Completed Oct. 29, 1924.... | 4,755 00            | 5,983 46                 |
| Repairing wharf at coal pocket, South Ferry, East Boston.                                | W. H. Ellis & Son Company.....            | Oct. 28, 1924.  | Completed Jan. 6, 1925....  | 1,142 20            | 1,237 23                 |
| Repairing hull of ferryboat "Lieutenant Flaherty"  | The Atlantic Works.....                   | Nov. 10, 1924.  | Completed Nov. 20, 1924.... | 2,208 00            | 2,159 55                 |
| Repairing hull of ferryboat "Ralph J. Pumbo"   | The Atlantic Works.....                   | Dec. 11, 1924.  | Completed Dec. 3, 1924....  | 6,209 00            | 4,887 81                 |
| Repairing face of ferry drop, North Ferry.....   | Murray Engineering Company.....           | Dec. 6, 1924.   | Completed Jan. 20, 1925.... | 2,500 00            | 2,500 00                 |
| Furnishing and installing ventilating system on ferryboat "Noddle Island."               | The Atlantic Works.....                   | Sept. 5, 1924.  | Completed Oct. 28, 1924.... | 2,926 00            | 2,926 00                 |

‡ Advertised and awarded to the lowest bidder.  
 † Advertised and awarded to the only bidder.

\* Only bid; unadvertised.  
 ‡ Advertised and awarded to the second lowest bidder.  
 † Per year.

HIGHWAY DIVISION — LIGHTING SERVICE.  
Contract in Force Made in Previous Years.

| CONTRACT.  | Awarded to                          | Dated.         | Progress of Work.           | Amount<br>Expended<br>in 1924. |
|--|-------------------------------------|----------------|-----------------------------|--------------------------------|
| <sup>1</sup> Furnishing gas and for equipment and lighting of gas lamps for a period of ten years, from April 1, 1914, to March 31, 1924, inclusive. | Boston Consolidated Gas Company.... | Mch. 19, 1914. | Completed Mch. 31, 1924.... | \$31,972 65                    |

<sup>1</sup> Advertised and awarded to only bidder.

## LIGHTING SERVICE.

| CONTRACT.  | Awarded to                            | Dated.        | Progress of Work.           | Price per Gas Lamp per Year. | Amount Expended. |
|--|---------------------------------------|---------------|-----------------------------|------------------------------|------------------|
| Furnishing illuminating gas in the Charlestown district for a period of three months, from April 1, 1924, to June 30, 1924, inclusive.                                 | Charlestown Gas and Electric Company. | May 14, 1924. | Completed June 30, 1924.... | \$11 00                      | \$3,388 70       |
| Furnishing illuminating gas in the City of Boston, excluding Charlestown and Hyde Park, for a period of three months, from April 1, 1924, to June 30, 1924, inclusive. | Boston Consolidated Gas Company.      | May 14, 1924. | Completed June 30, 1924.... | 11 00                        | 60,779 35        |
| Furnishing gas and for the equipment and lighting of gas lamps for a period of ten years, from April 1, 1924, to March 31, 1934, inclusive.                            | Boston Consolidated Gas Company.      | May 20, 1924. | Unfinished.....             | 11 00                        | 143,565 99       |

:Only bidder; not advertised.

## Miscellaneous.

| CONTRACT.   | Awarded to                         | Dated.          | Progress of Work.          | Contract Estimated. | Amount Expended in 1924. |
|---|------------------------------------|-----------------|----------------------------|---------------------|--------------------------|
| <sup>1</sup> Removing six trees and six roots in Morton street at Selwyn street, Dorchester.  | M. F. Gaddis .....                 | Feb. 6, 1924.   | Completed Feb. 15, 1924..  | \$925 00            | \$925 00                 |
| <sup>2</sup> Repairing bituminous pavement in any street upon which the maintenance guaranty has expired.   | Central Construction Company..     | Mar. 12, 1924.  | Completed Jan. 31, 1925... | 82,200 00           | 94,061 51                |
| <sup>1</sup> Laying bitulithic pavement and building sewerage works in Shawmut avenue, from Warrenton street to Roxbury street, city proper and Roxbury.                | M. F. Gaddis .....                 | April 26, 1924. | Completed July 22, 1924..  | 205,317 45          | 237,463 87               |
| <sup>1</sup> Filling, building sewerage works and laying water pipes in Ashley street, from Breed street to Boardman street, East Boston.                               | A. Baruffaldi Company.....         | June 23, 1924.  | Unfinished.....            | 26,969 60           | 30,840 59                |
| <sup>1</sup> Grading Harrishof street, from Warren street to Humboldt avenue, Roxbury, and Winton street, from Beech street about 640 feet southwesterly, West Roxbury. | J. C. Coleman & Sons Company.      | Sept. 27, 1924. | Completed Nov. 5, 1924...  | 4,254 00            | 5,433 90                 |
| <sup>1</sup> Removing walls and for filling in Cambridge and Court streets, from Charles street to Brattle street, city proper.   | Coleman Brothers, Inc. ....        | Nov. 10, 1924.  | Unfinished.....            | 15,370 00           | 1,384 65                 |
| <sup>3</sup> Furnishing electric lights, etc., of Municipal Garage on Albany street.  | M. B. Foster Electric Company.     | Oct. 8, 1924.   | Completed Oct. 8, 1924.... | 348 00              | 348 00                   |
| <sup>2</sup> Waterproofing brick and wall surfaces of Municipal Garage, Albany street.  | Hamden Paint and Chemical Company. | Sept. 19, 1924. | Completed Sept. 19, 1924.. | 987 00              | 987 00                   |
| <sup>1</sup> Furnishing and installing wire grille stock room, etc., in the Municipal Garage, Albany street.  | P. J. Dinn & Co. ....              | Sept. 11, 1924. | Completed Sept. 14, 1924.. | 3,603 00            | 3,603 00                 |
| <sup>1</sup> Furnishing electric door operator in the Municipal Garage, Albany street.  | Reversible Motor Drive Company.    | Sept. 12, 1924. | Completed Sept. 12, 1924.. | 1,350 00            | 1,350 00                 |
| <sup>1</sup> Building gas pipe fence on easterly side of Everett street, southerly approach to bridge over Boston & Albany Railroad, Brighton.                          | P. J. Dinn & Co. ....              | Sept. 5, 1924.  | Completed Nov. 25, 1924... | 1,145 00            | 1,145 00                 |

<sup>1</sup> Advertised and awarded to the lowest bidder.<sup>2</sup> Advertised and awarded to the second lowest bidder.<sup>3</sup> Only bid, unadvertised.

## Removing Snow and Ice.

| District.             | Contractor.                           | Dated.         | Progress of Work. | Price Per<br>Cubic<br>Yard. | Amount<br>Expended<br>in 1924. |
|-----------------------|---------------------------------------|----------------|-------------------|-----------------------------|--------------------------------|
| District No. 1 .....  | Boston Contracting Company, Inc. .... | Dec. 11, 1924. | Unfinished .....  | 80 49                       | \$1,399 93                     |
| District No. 2 .....  | Coleman Brothers, Inc. ....           | Dec. 19, 1924. | Unfinished .....  | 65                          | 4,164 88                       |
| District No. 3 .....  | B. E. Grant Company .....             | Dec. 11, 1924. | Unfinished .....  | 50                          | 2,523 00                       |
| District No. 4 .....  | J. F. Kennedy Company, Inc. ....      | Dec. 13, 1924. | Unfinished .....  | 67                          | 2,101 46                       |
| District No. 5 .....  | J. P. McCabe .....                    | Dec. 11, 1924. | Unfinished .....  | 65                          | 1,223 63                       |
| District No. 6 .....  | A. G. Tomasello & Son, Inc. ....      | Dec. 19, 1924. | Unfinished .....  | 70                          | 2,423 90                       |
| District No. 7 .....  | M. F. Gaddis .....                    | Dec. 13, 1924. | Unfinished .....  | 63                          | 2,607 89                       |
| District No. 8 .....  | Beatty Construction Company .....     | Dec. 13, 1924. | Unfinished .....  | 56                          | 1,340 92                       |
| District No. 9 .....  | Standard Contracting Company .....    | Dec. 11, 1924. | Unfinished .....  | 68                          | 1,292 68                       |
| District No. 10 ..... | J. J. McCarthy & Co. ....             | Dec. 11, 1924. | Unfinished .....  | 59                          | 1,834 60                       |

SANITARY SERVICE.  
Miscellaneous.

| CONTRACT.  | Awarded to  | Dated.          | Progress of Work.             | Contract Estimated. | Amount Expended in 1924. |
|--|---|-----------------|-------------------------------|---------------------|--------------------------|
| <sup>2</sup> Laying Portland cement, concrete pavement and building sewerage works in South Sanitary Yard, Albany street, city proper. | J. J. McCarthy & Co. ....                             | June 23, 1924.  | Completed Aug. 4, 1924. . .   | \$18,810 00         | \$18,374 86              |
| <sup>4</sup> Removing manure from the stables and various divisions of the department. ....  | J. A. Kelley. ....                                    | Feb. 1, 1924.   | Completed Jan. 31, 1925. . .  | * 7 51              | 7 51                     |
| <sup>2</sup> Repairs to city stable, Highland street, Roxbury. ....  | J. A. Singarella. ....                                | Mar. 31, 1924.  | Completed Aug. 28, 1924. . .  | 1,015 50            | 929 47                   |
| <sup>3</sup> Furnishing combination motor street sprinkling and flushing trucks.   | B. E. Grant Company. ....                             | April 14, 1924. | Completed Oct. 31, 1924. . .  | †32 00              | †32 00                   |
| <sup>4</sup> Repairing roof of stable, City Yard, Albany street. ....  | H. A. Smith. ....                                     | April 22, 1924. | Completed April 2, 1924. . .  | 970 00              | 970 00                   |
| <sup>4</sup> Furnishing and operating electric sprinkler car for flushing streets.   | American Car Sprinkler Company. ....                  | June 14, 1924.  | Completed Oct. 31, 1924. . .  | 4,896 00            | 4,896 00                 |
| <sup>1</sup> Wooden screen on Dorchester brook outlet. ....  | King and Kingsley. ....                               | Aug. 26, 1924.  | Completed Sept. 13, 1924. . . | 1,400 00            | 1,464 98                 |
| <sup>4</sup> High tension electric service at the Calf Pasture pumping station, Dorchester.  | Edison Electric Illuminating Company. ....            | Nov. 18, 1924.  | Unfinished. ....              | †25,000 00          | 25,000 00                |
| <sup>1</sup> Electrical equipment for No. 1 and No. 2 pumping units, Calf Pasture pumping station.                                     | Westinghouse Electric and Manufacturing Company. .... | Jan. 20, 1925.  | Unfinished. ....              | 41,840 00           |                          |
| <sup>1</sup> Building sewer works and water works in Harrishof st., from Warren street to Humboldt avenue, Roxbury.                    | J. Williams & Co. ....                                | May 28, 1924.   | Completed Aug. 16, 1924. . .  | 20,806 75           | 18,708 59                |

<sup>1</sup> Advertised and awarded to the lowest bidder.<sup>2</sup> Advertised and awarded to the second lowest bidder.<sup>3</sup> Advertised and awarded to the only bidder.<sup>4</sup> Only bid; unadvertised.<sup>5</sup> Advertised and awarded to the highest bidder.\* Paid to the city.  
† Per day.

‡ Per horse per year.

SEWER AND SANITARY DIVISION — SANITARY SERVICE.  
Collecting and Removing Ashes, Store Dirt, House Dirt, Refuse and Garbage.

| DISTRICT.                      | Awarded to                    | Dated.         | Progress of Work.            | Bid Per Month. | Amount Expended in 1924. |
|--------------------------------|-------------------------------|----------------|------------------------------|----------------|--------------------------|
| <sup>1</sup> East Boston.....  | E. J. McHugh & Son.....       | Feb. 1, 1924.  | Completed Jan. 31, 1925..... | \$4,732 00     | \$56,784 00              |
| <sup>2</sup> Brighton.....     | P. F. Donovan.....            | Feb. 13, 1924. | Completed Jan. 31, 1925..... | 6,425 00       | 77,100 00                |
| <sup>2</sup> West Roxbury..... | J. J. Moore.....              | Feb. 1, 1924.  | Completed Jan. 31, 1925..... | 2,500 00       | 30,000 00                |
| <sup>2</sup> Dorchester.....   | J. C. Coleman & Sons Company. | Feb. 1, 1924.  | Completed Jan. 31, 1925..... | 16,100 00      | 193,200 00               |
| <sup>1</sup> Hyde Park.....    | T. E. Bryan.....              | Feb. 1, 1924.  | Completed Jan. 31, 1925..... | 925 00         | 11,100 00                |

<sup>1</sup> Advertised and awarded to the lowest bidder.<sup>2</sup> Advertised and awarded to the second lowest bidder.<sup>3</sup> Advertised and awarded to the third lowest bidder.

Contract in Force made in Previous Years.

| CONTRACT.  | Awarded to                  | Dated.         | Progress of Work. | Bid Per Year. | Amount Expended in 1924. |
|--|-----------------------------|----------------|-------------------|---------------|--------------------------|
| <sup>1</sup> Disposal of garbage and refuse for ten years, from July 1, 1922, to July 1, 1932. | Coleman Brothers, Inc. .... | Dec. 31, 1921. | Unfinished.....   | \$345,000 00  | \$345,000 00             |

<sup>1</sup> Advertised and awarded to the lowest bidder.

WATER DIVISION — WATER SERVICE.  
Laying and Relaying Water Pipes.

| CONTRACT.   | Awarded to               | Dated.          | Progress of Work.           | Contract Estimated. | Amount Expended in 1924. |
|---|--------------------------|-----------------|-----------------------------|---------------------|--------------------------|
| 1 Congress street, from Franklin street to Atlantic avenue; South street, from Tufts street to Kneeland street; Kneeland street, from Utica street to Atlantic avenue, city proper; Burnham street, from Southampton street to South Bay avenue; Moore street, from Southampton street to South Bay avenue; South Bay avenue, at Moore street, Roxbury; Burgoyne street, from Beaumont street to Helena road, Dorchester; Province street, from Bromfield street to School street; and Province court, from Province street, city proper. | J. Williams & Co.....    | Mar. 31, 1924.  | Completed May 22, 1924....  | \$8,703 00          | \$8,499 90               |
| 1 Blue Hill avenue, Hazleton street, Hiawatha road, Morton street, Wildwood street, Dorchester; Florence avenue, Brighton; Partridge street, Pond View avenue, Walden road, West Roxbury Parkway, Woodbrier road, West Roxbury.   | M. DeSisto Company.....  | Mar. 31, 1924.  | Completed June 27, 1924.... | 6,657 50            | 6,625 78                 |
| 2 Arthur street, Charles River Reservation and Hichborn street, Brighton; Beech street, Cornell street, Grandview street, Granville street and Winton street, West Roxbury.   | J. A. Costello & Co..... | April 26, 1924. | Completed July 31, 1924.... | 6,865 00            | 7,443 65                 |
| 1 Becket street, from Van Winkle street to Codman street; Norwell street, from Carmen street to Vassar street; Fairview street, from Adams street, Dorchester; Bayswater street, from Lillian street to Nanciac street, East Boston; Randolph street, from Harrison avenue, city proper; Bowen street, from F street to Dorchester street, South Boston; and Leverett street, from Green street to Cotting street, city proper.   | A. Grande.....           | May 23, 1924.   | Completed Aug. 23, 1924.... | 5,531 50            | 6,092 62                 |

|  |                                  |                 |                              |           |           |
|--|----------------------------------|-----------------|------------------------------|-----------|-----------|
| <sup>1</sup> Alhambra road, Granfield avenue, Orange street, Rosedale avenue, Washington street, West Roxbury Parkway and Willow street, West Roxbury; Lane park, Orchard road and Penniman road, Brighton.  | M. DeSisto Company.....          | May 23, 1924.   | Completed Sept. 3, 1924....  | 5,555 00  | 6,238 61  |
| <sup>1</sup> Cleveland circle, Sutherland road, Commonwealth avenue, Colonial road, Brighton.  | DeCristofaro & Brothers Company. | May 31, 1924.   | Completed Oct. 25, 1924....  | 16,912 50 | 16,279 95 |
| <sup>1</sup> Old Colony Parkway, from Tolman street to Conley street, Dorchester.  | J. Guarino & Co.....             | June 14, 1924.  | Completed June 19, 1924....  | 1,219 00  | 1,355 37  |
| <sup>1</sup> Branch street, Medway street, Dorchester; Atlantic street, Church street, Goodway road, Moody street, Pierpont road, Weld street, West Roxbury; Larch street, Perle street, Perthshire road and Redford road, Brighton.   | M. DeSisto Company.....          | June 23, 1924.  | Completed Sept. 19, 1924.... | 5,416 00  | 5,457 90  |
| <sup>1</sup> Bismarck street, Germania street, La Grange street, West Roxbury; Ruskin road, Hyde Park; and Wabash street, Dorchester.  | C. Russo.....                    | July 2, 1924.   | Completed Aug. 20, 1924....  | 3,220 00  | 3,380 93  |
| <sup>1</sup> Claymoss road, Euston road, Ransom road, Brighton; Hollingsworth street, Dorchester; and Stratford street, West Roxbury.  | A. Grande.....                   | Aug. 11, 1924.  | Completed Oct. 25, 1924....  | 5,360 00  | 5,605 66  |
| <sup>3</sup> Poydras street and Tchapioulas street, Hyde Park....  | J. T. Shea, Jr.....              | Aug. 19, 1924.  | Completed Sept. 17, 1924.... | 2,680 00  | 2,999 10  |
| <sup>1</sup> Bonad road, Hilleide avenue, Marion avenue, Metropolitan avenue, Parkton road, Roberts avenue and Russett road, West Roxbury.   | J. Williams & Co.....            | Sept. 5, 1924.  | Completed Oct. 3, 1924....   | 3,094 50  | 2,937 31  |
| <sup>1</sup> Pilgrim road, from Brookline avenue to Longwood avenue; Plymouth street, from Longwood avenue to Riverway; Riverway, from Plymouth street to Short street; and Short street, from Pilgrim road to Riverway, Roxbury; Oneida street, from Harrison avenue to Albany street, city proper; Redfield street, from Walnut street to Woodworth street; Allendale street, from Hill Top street; and Myrtlebank street, from Milton street, Dorchester. | M. DeSisto Company.....          | Sept. 5, 1924.  | Completed Nov. 12, 1924....  | 5,951 75  | 5,867 18  |
| <sup>4</sup> West Roxbury Parkway (West Border road) from La Grange street to Pleasure drive, West Roxbury.  | A. Cefalo.....                   | Sept. 11, 1924. | Completed Oct. 25, 1924....  | 4,327 50  | 4,097 12  |

<sup>1</sup> Advertised and awarded to the lowest bidder.<sup>2</sup> Advertised and awarded to the third bidder.<sup>4</sup> Advertised and awarded to one of the two lowest bidders.

Laying and Relaying Water Pipes. — *Concluded.*

| CONTRACT.  | Awarded to                       | Dated.          | Progress of Work.           | Contract Estimated. | Amount Expended in 1924. |
|--|----------------------------------|-----------------|-----------------------------|---------------------|--------------------------|
| <sup>1</sup> Cunningham street, from Hartford street to Woodcliff street, Dorchester.  | J. Guarino & Co.....             | Sept. 30, 1924. | Completed Oct. 4, 1924....  | \$900 00            | \$846 50                 |
| <sup>1</sup> Central avenue, Greenwood avenue, Metropolitan avenue, Thacher street and Westminster street, Hyde Park.  | Vozzella & Capone.....           | Oct. 17, 1924.  | Completed Dec. 3, 1924....  | 5,840 50            | 5,027 45                 |
| <sup>1</sup> Humphreys street, from Groom street to Dudley street, Roxbury.  | V. Barletta.....                 | Nov. 10, 1924.  | Completed Nov. 15, 1924.... | 3,500 00            | 4,295 52                 |
| <sup>2</sup> Reed street, from Hunneman street to Thorndike street; Whiting street, from Warren street to Moreland street; Montroae street, from Warren street to Moreland street; Glenwood street, from Warren street to Cliff street, Roxbury. | J. Williams & Co. ....           | Nov. 10, 1924.  | Unfinished.....             | 3,403 00            | 399 66                   |
| <sup>1</sup> Fernald terrace, Dorchester.....  | DeCristofaro & Brothers Company. | Nov. 20, 1924.  | Completed Dec. 30, 1924.... | 1,983 25            | 1,948 30                 |
| <sup>1</sup> Billings lane, Maynard street, Schirmer road, West Roxbury; Elizabeth avenue, Goodenough street, Brighton; and Friendship road, Hyde Park.  | A. Grande.....                   | Nov. 24, 1924.  | Completed Jan. 5, 1925....  | 4,139 50            | 3,876 78                 |
| <sup>1</sup> Church street, Greston road, Russett road, Theodore Parker road, West Roxbury; Duxbury road, Dorchester; and Glencoe street, Brighton.  | DeCristofaro & Brothers Company. | Dec. 11, 1924.  | Unfinished.....             | 3,875 50            | 867 08                   |
| <sup>2</sup> Burley street, Dale street and Maynard street, West Roxbury.  | L. Balboni.....                  | Dec. 19, 1924.  | Completed Dec. 30, 1924.... | 1,573 75            | 950 31                   |

<sup>1</sup> Advertised and awarded to the lowest bidder.<sup>2</sup> Advertised and awarded to the second lowest bidder.<sup>3</sup> Advertised and awarded to the third lowest bidder.<sup>1</sup> Advertised and awarded to one of the two lowest bidders.<sup>2</sup> Only bid; unadvertised.

## Miscellaneous.

| CONTRACT.   | Awarded to                                 | Dated.          | Progress of Work.           | Contract Estimated. | Amount Expended in 1924. |
|---|--|-----------------|-----------------------------|---------------------|--------------------------|
| <sup>1</sup> Repairing artificial stone sidewalk blocks for Water Service.  | J. J. McCarthy & Co., .....                | April 5, 1924.  | Completed Nov. 13, 1924.... | \$4,950 00          | \$8,195 22               |
| <sup>2</sup> Assembling 200 6-inch gate valves; 200 8-inch gate valves; 50 10-inch gate valves; and 200 12-inch gate valves.  | McCulloch Manufacturing Co., .....         | July 2, 1924.   | Unfinished.....             | 13,350 00           | 12,483 47                |
| <sup>2</sup> Cleaning water pipes in Roxbury and Brighton.....  | National Water Main Cleaning Company, Inc. | Aug. 5, 1924.   | Completed Oct. 18, 1924.... | 19,365 00           | 20,014 89                |
| <sup>2</sup> Repaving over trench with granite block pavement on Columbus avenue over New York New Haven and Hartford Railroad Bridge, Boston.  | M. F. Gaddis, .....                        | Aug. 9, 1924.   | Completed Aug. 15, 1924.... | 2,750 00            | 2,648 40                 |
| <sup>2</sup> Furnishing and installing electric valve operating equipment on 36-inch valves at Copley square, Beacon street and Commonwealth avenue; and Huntington avenue, at South Huntington avenue. | Payne Dean Ltd.....                        | Sept. 27, 1924. | Unfinished.....             | 5,995 00            | 3,821 81                 |
| <sup>2</sup> Building water pipe platform and blocking 12-inch water pipe on Blakemore street bridge, Mt. Hope District West Roxbury.   | C. & R. Construction Company, .....        | Dec. 4, 1924.   | Completed Dec. 8, 1924..... | 710 00              | 710 00                   |

<sup>1</sup> Advertised and awarded to the lowest bidder.<sup>2</sup> Advertised and awarded to the only bidder.<sup>3</sup> Only bid; unadvertised.

## High Pressure Fire Service.

| CONTRACT.   | Awarded to                    | Dated.         | Progress of Work. | Estimated Cost. | Amount Expended in 1924. |
|---|-------------------------------|----------------|-------------------|-----------------|--------------------------|
| <p>1) Hawkins street, from Sudbury street to Chardon street; Bowker street, from Sudbury street to Chardon street; Chardon street, from Green street to Portland street; Kneeland street, from Tyler street to Atlantic avenue; Atlantic avenue, from Kneeland street to Essex street; South street, from Kneeland street to Beach street; Chatham street, from Merchants row to Commercial street; Commerce street, from Commercial street to Atlantic avenue; Milk street, from Arch street to Washington street; Washington street, from Bromfield street to Milk street; Kilby street, from Milk street to State street; Doane street, from Kilby street to Broad street; Broad street, from Doane street to State street; State street, from Broad street to Commercial street; Hanover street, from Salem street to Washington street; Hanover street, from Portland street to Scollay square; India street, from India square to Custom House street; North street, from Merchants row to Union street; Union street, from North street to Hanover street; Union street, from Hanover street to Haymarket square; Sudbury street, from Friend street to Haymarket square; Custom House street, from India street to Broad street; Kingston street, from Essex street to Beach street; Fleet street, from Commercial street to Hanover street, city proper.</p> | C. & R. Construction Company. | April 8, 1924. | Unfinished.....   | \$216,472 50    | \$170,746 67             |

Advertised and awarded to the lowest bidder.

## Area of Pavements.

Area in Square Yards and Character of Pavements on Accepted Streets, February 1, 1925.

| District.                | Sheet<br>Asphalt. | Asphalt<br>Concrete. | Granite<br>Block. | Wood<br>Block. | Plank<br>on<br>Bridges. | Brick. | Concrete. | Macadam.  | Gravel. | Not<br>Graded. | Totals.    |
|--------------------------|-------------------|----------------------|-------------------|----------------|-------------------------|--------|-----------|-----------|---------|----------------|------------|
| Year 1923 report.....    | 898,238           | 1,002,076            | 2,721,651         | 290,963        | 31,360                  | 88,699 | 47,926    | 5,926,385 | 462,929 | 86,991         | 11,557,218 |
| Per cent.....            | 7.77              | 8.67                 | 23.55             | 2.52           | 0.27                    | 0.77   | 0.41      | 51.28     | 4.01    | 0.75           | 100.00     |
| <b>February 1, 1925.</b> |                   |                      |                   |                |                         |        |           |           |         |                |            |
| City Proper.....         | 361,645           | 248,369              | 891,496           | 194,670        | 6,492                   | 13,415 | 3,404     | 298,387   | 2,130   | 16,217         | 2,036,225  |
| Charlestown.....         | 6,609             | 414                  | 278,998           | 2,622          | 2,112                   | 756    | 672       | 152,095   | 719     | 57             | 445,054    |
| East Boston.....         | 49,648            | 24,705               | 141,315           | 187            | 1,609                   | 771    | .....     | 456,871   | 6,881   | 865            | 682,852    |
| South Boston.....        | 31,441            | 42,044               | 427,272           | 13,462         | 5,599                   | 3,081  | .....     | 384,012   | 12,987  | 40,103         | 960,001    |
| Roxbury.....             | 170,880           | 125,818              | 399,370           | 25,242         | 1,417                   | 44,814 | 14,606    | 854,233   | 23,846  | 945            | 1,661,171  |
| West Roxbury.....        | 93,954            | 272,118              | 171,944           | 372            | 1,468                   | .....  | 24,453    | 1,131,239 | 69,127  | 22,503         | 1,787,178  |
| Dorchester.....          | 91,026            | 225,916              | 279,811           | 44,951         | 5,124                   | 25,461 | 13,333    | 1,619,180 | 99,103  | 9,056          | 2,412,961  |
| Brighton.....            | 96,463            | 173,784              | 107,826           | 4,715          | 2,560                   | 17     | 38,509    | 555,377   | 48,756  | 10,819         | 1,038,826  |
| Hyde Park.....           | 14                | 32,381               | 12,672            | 1,683          | 3,368                   | .....  | .....     | 338,031   | 215,204 | 9,567          | 612,920    |
| Totals.....              | * 901,680         | † 1,145,549          | ‡ 2,710,704       | 287,904        | 29,749                  | 88,315 | \$ 94,977 | 5,789,425 | 478,753 | 110,132        | 11,637,188 |
| Per cent.....            | 7.75              | 9.84                 | 23.29             | 2.47           | 0.26                    | 0.76   | 0.82      | 49.75     | 4.11    | 0.95           | 100.00     |

NOTE.—In the above table the city is subdivided substantially on the boundary lines between the districts as they existed when annexed to Boston. Territory annexed from Brookline is included in city proper.

\* Of this amount 470 square yards is Unionite, and 114 square yards is rubber.

† Of this amount 771 square yards is asphalt block, 104,696 square yards is bitulithic, 1,614 square yards is Endurite, 959 square yards is Filbertine, 20,504 square yards is Simasco, 283,399 square yards is asphalt concrete, 133,606 square yards is asphalt concrete.

‡ Of this amount 945 square yards is cobble, 1,443,901 square yards is granite block paving on concrete base.

§ Of this amount 946 square yards is Blome Granitoid Concrete blocked pavement, 836 square yards is Sollamies.

|| Of this amount 2,230,692 square yards is bituminous macadam.

33,958 square yards public alleys included in this table.

299,732 square yards public streets in charge of Park Department included in this table.

71,341 square yards public streets in charge of Commonwealth of Massachusetts included in this table.

In addition to this table there are 6,891 square yards of accepted footways.

## Length of Pavements.

Length in Miles and Character of Pavements on Accepted Streets, February 1, 1925.

| DISTRICT              | Sheet Asphalt. | Asphalt Concrete. | Granite Block. | Wood Block. | Plank on Bridges. | Brick. | Concrete. | Macadam. | Gravel. | Not Graded. | Totals. |
|-----------------------|----------------|-------------------|----------------|-------------|-------------------|--------|-----------|----------|---------|-------------|---------|
| Year 1923 report..... | 51.69          | 49.70             | 105.12         | 12.21       | 1.44              | 4.23   | 3.05      | 351.25   | 30.10   | 2.79        | 611.58  |
| Per cent.....         | 8.45           | 8.13              | 17.19          | 2.00        | 0.23              | 0.69   | 0.50      | 57.43    | 4.92    | 0.46        | 100.00  |
| February 1, 1925.     |                |                   |                |             |                   |        |           |          |         |             |         |
| City Proper.....      | 21.17          | 10.90             | 37.42          | 8.02        | 0.27              | 0.63   | 0.55      | 17.28    | 0.30    | 0.01        | 96.55   |
| Charlestown.....      | 0.41           | 0.03              | 12.13          | 0.11        | 0.08              | 0.03   | 0.03      | 10.56    | 0.07    | .....       | 23.45   |
| East Boston.....      | 2.17           | 0.90              | 6.51           | 0.01        | 0.10              | 0.04   | .....     | 22.51    | 0.35    | 0.04        | 32.63   |
| South Boston.....     | 2.51           | 2.06              | 17.76          | 0.78        | 0.25              | 0.13   | .....     | 20.45    | 0.68    | 1.46        | 46.08   |
| Roxbury.....          | 9.68           | 6.73              | 14.74          | 1.12        | 0.05              | 2.31   | 0.66      | 54.20    | 1.76    | 0.05        | 91.30   |
| West Roxbury.....     | 6.30           | 13.91             | 3.72           | 0.01        | 0.07              | .....  | 1.62      | 73.31    | 4.43    | 0.24        | 103.61  |
| Dorchester.....       | 5.61           | 10.42             | 10.72          | 1.83        | 0.19              | 1.09   | 0.73      | 99.57    | 6.38    | 0.16        | 136.70  |
| Brighton.....         | 3.77           | 8.35              | 0.92           | 0.11        | 0.15              | .....  | 2.11      | 30.74    | 3.29    | 0.34        | 49.78   |
| Hyde Park.....        | .....          | 1.44              | 0.07           | 0.10        | 0.19              | .....  | .....     | 19.01    | 14.20   | 0.24        | 35.25   |
| Totals.....           | * 51.62        | † 54.74           | ‡ 103.99       | 12.09       | 1.35              | 4.23   | § 5.70    | 347.63   | 31.46   | 2.54        | 615.35  |
| Per cent.....         | 8.39           | 8.90              | 16.90          | 1.96        | 0.22              | 0.69   | 0.93      | 56.49    | 5.11    | 0.41        | 100.00  |

NOTE.— In the above table the city is subdivided substantially on the boundary lines between the districts as they existed when annexed to Boston. Territory annexed from Brookline is included in city proper.

\* Of this amount 0.02 mile is unionite and 0.00 mile is rubber.

† Of this amount 0.02 mile is asphalt block, 32.43 miles is bitulithic, 0.00 mile is Endurite, 0.06 mile is Filbertine, 1.18 mile is Simasco, 14.96 miles is Topeka, 6.09 miles is asphalt concrete.

‡ Of this amount 0.04 mile is cobble and 46.51 miles is granite block paving on concrete base.

§ Of this amount 0.06 mile is Blome Granitoid concrete blocked pavement and 0.04 mile is Sollamies.

|| Of this amount 126.86 miles is bituminous macadam.

6.46 miles public alleys included in this table.

7.24 miles public streets in charge of Park Department included in this table.

2.28 miles public streets in charge of Commonwealth of Massachusetts included in this table.

In addition to this table there are 1.35 miles of accepted footways.

The following changes in pavement were made during the year.

0.10 mile or 1,532 square yards sheet asphalt changed to bitulithic.  
 0.00 mile or 25 square yards sheet asphalt changed to granite block.  
 0.00 mile or 15 square yards sheet asphalt changed to concrete.  
 0.00 mile or 3 square yards asphalt block changed to bitulithic.  
 0.00 mile or 5 square yards asphalt concrete changed to sheet asphalt.  
 0.00 mile or 18 square yards asphalt concrete changed to bitulithic.  
 0.00 mile or 51 square yards asphalt concrete changed to concrete.  
 0.00 mile or 145 square yards bitulithic changed to sheet asphalt.  
 0.02 mile or 352 square yards Topeka changed to sheet asphalt.  
 0.03 mile or 715 square yards Topeka changed to bitulithic.  
 0.00 mile or 183 square yards Topeka changed to granite block.  
 0.02 mile or 3,116 square yards granite block changed to sheet asphalt.  
 0.00 mile or 114 square yards granite block changed to rubber.  
 1.60 miles or 38,882 square yards granite block changed to bitulithic.  
 0.11 mile or 3,013 square yards granite block changed to wood block.  
 0.00 mile or 22 square yards granite block changed to brick.  
 0.00 mile or 94 square yards granite block changed to concrete.  
 0.00 mile or 233 square yards granite block changed to macadam.  
 0.05 mile or 1,076 square yards wood block changed to sheet asphalt.  
 0.00 mile or 34 square yards wood block changed to bitulithic.  
 0.22 mile or 6,005 square yards wood block changed to granite block.  
 0.01 mile or 300 square yards plank on bridges changed to granite block.  
 0.03 mile or 459 square yards plank on bridges changed to wood block.  
 0.02 mile or 345 square yards plank on bridges changed to concrete.  
 0.03 mile or 500 square yards plank on bridges changed to macadam.  
 0.00 mile or 184 yards brick changed to sheet asphalt.  
 0.00 mile or 222 square yards brick changed to granite block.  
 1.63 miles or 27,226 square yards macadam changed to sheet asphalt.  
 1.29 miles or 61,814 square yards macadam changed to bitulithic.  
 0.16 mile or 14,507 square yards macadam changed to granite block.  
 0.52 mile or 12,430 square yards macadam changed to concrete.  
 0.11 mile or 2,052 square yards gravel changed to sheet asphalt.  
 0.35 mile or 10,878 square yards gravel changed to bitulithic.  
 0.17 mile or 3,718 square yards gravel changed to granite block.  
 2.01 miles or 32,442 square yards gravel changed to concrete.  
 0.05 mile or 570 square yards gravel changed to macadam.  
 0.00 mile or 136 square yards not graded changed to sheet asphalt.  
 0.00 mile or 703 square yards not graded changed to granite block.  
 0.00 mile or 38 square yards not graded changed to wood block.  
 0.10 mile or 1,424 square yards not graded changed to concrete.  
 0.00 mile or 21 square yards not graded changed to macadam.  
 0.40 mile or 7,245 square yards not graded changed to gravel.

#### EMPLOYEES.

The following tables show the number of requisitions made on the Civil Service Commission for men; the number appointed, reinstated, died, resigned, transferred and retired; also the grade and number of employees in the department:

|   |     |
|---|-----|
| Requisitions made on the Civil Service Commission . . . . . | 42  |
| Number of men called . . . . .                              | 109 |
| Number of men certified . . . . .                           | 232 |

|   |     |
|---|-----|
| Number of men appointed . . . . .                           | 164 |
| Provisional appointments made permanent . . . . .           | 7   |
| Promotions allowed . . . . .                                | 37  |
| Reinstatements allowed . . . . .                            | *22 |
| Number of men resigned . . . . .                            | 26  |
| Number of men died . . . . .                                | 41  |
| Number retired under the Veterans' Retirement Act . . . . . | 4   |
| Number retired under the Boston Retirement Act . . . . .    | 91  |
| Number of transfers to other departments . . . . .          | 14  |
| Number of transfers from other departments . . . . .        | 42  |

The records of the department show that there are now 3,095 persons eligible for employment in the several divisions and of that number 3,016 were upon the January, 1925, pay rolls.

#### Grade and Number of Employees.

| TITLE.                                | SERVICES.          |         |        |          |                     |        |         |           |        |
|---------------------------------------|--------------------|---------|--------|----------|---------------------|--------|---------|-----------|--------|
|                                       | Central<br>Office. | Paving. | Sewer. | Sanitary | Street<br>Cleaning. | Ferry. | Bridge. | Lighting. | Water. |
| Commissioner . . . . .                | 1                  | ...     | ...    | ...      | ...                 | ...    | ...     | ...       | ...    |
| Division engineers . . . . .          | ...                | 1       | 1      | ...      | ...                 | ...    | 1       | ...       | 1      |
| Engineers in charge . . . . .         | ...                | 1       | 1      | ...      | ...                 | ...    | ...     | ...       | 1      |
| Chief clerk . . . . .                 | 1                  | ...     | ...    | ...      | ...                 | ...    | ...     | ...       | ...    |
| Clerks . . . . .                      | 39                 | 19      | 6      | 3        | 1                   | 1      | 2       | 1         | 39     |
| Assistant engineers (civil) . . . . . | ...                | 12      | 19     | ...      | ...                 | ...    | 9       | ...       | 5      |
| Draughtsmen . . . . .                 | ...                | 5       | 10     | ...      | ...                 | ...    | 5       | ...       | 3      |
| Instrumentmen . . . . .               | ...                | 13      | 23     | ...      | ...                 | ...    | 6       | ...       | 7      |
| Rodmen . . . . .                      | ...                | 5       | 10     | ...      | ...                 | ...    | 1       | ...       | ...    |
| Inspectors . . . . .                  | ...                | 37      | 40     | 47       | 40                  | ...    | 3       | 1         | 32     |
| Foremen . . . . .                     | ...                | 10      | 3      | 8        | 10                  | ...    | 1       | ...       | 12     |
| Subforemen . . . . .                  | ...                | 24      | 3      | ...      | ...                 | ...    | 3       | ...       | ...    |
| Blacksmiths and assistants . . . . .  | ...                | 8       | 1      | 17       | ...                 | ...    | ...     | ...       | 3      |
| Blueprinters . . . . .                | 3                  | ...     | ...    | ...      | ...                 | ...    | ...     | ...       | ...    |
| Chauffeurs . . . . .                  | 1                  | 3       | 5      | 10       | 8                   | ...    | 4       | ...       | 14     |
| Carpenters and assistants . . . . .   | ...                | 21      | 4      | 3        | ...                 | 5      | 14      | ...       | 5      |
| Chief inspectors . . . . .            | ...                | 1       | ...    | ...      | 1                   | ...    | ...     | ...       | ...    |
| <i>Carried forward</i> . . . . .      | 45                 | 160     | 126    | 88       | 60                  | 6      | 49      | 2         | 122    |

\* Seventeen on eligible list February 1, 1924.

## Grade and Number of Employees.—Continued.

| TITLE.                             | SERVICES.          |         |        |           |                     |        |         |           |        |        |
|------------------------------------|--------------------|---------|--------|-----------|---------------------|--------|---------|-----------|--------|--------|
|                                    | Central<br>Office. | Paving. | Sewer. | Sanitary. | Street<br>Cleaning. | Ferry. | Bridge. | Lighting. | Water. | Total. |
| <i>Brought forward</i> .....       | 45                 | 160     | 126    | 88        | 60                  | 6      | 49      | 2         | 122    | 658    |
| Cement testers and assistants..... | 3                  |         |        |           |                     |        |         |           |        | 3      |
| Chemist and assistant.....         |                    | 2       |        |           |                     |        |         |           |        | 2      |
| Coal passers.....                  |                    |         | 7      |           |                     |        |         |           |        | 7      |
| Cashiers.....                      |                    | 1       |        |           |                     | 1      |         |           |        | 2      |
| Constable and inspector.....       |                    | 1       |        | 3         |                     |        |         |           | 4      | 8      |
| Drawtenders and assistants.....    |                    |         |        |           |                     |        | 130     |           |        | 130    |
| Deckhands.....                     |                    |         |        |           |                     | 26     |         |           |        | 26     |
| Engineers (steam).....             |                    | 11      | 6      |           |                     | 12     |         |           | 1      | 30     |
| Electricians.....                  |                    |         | 2      |           |                     | 1      | 1       |           |        | 4      |
| Feeders.....                       |                    | 1       |        | 6         | 3                   |        |         |           |        | 10     |
| Firemen.....                       |                    | 3       | 12     |           |                     | 26     |         |           | 1      | 42     |
| Gate-men.....                      |                    |         | 4      |           |                     | 15     |         |           |        | 19     |
| General foreman.....               |                    | 1       | 1      | 1         | 1                   | 1      |         |           | 2      | 7      |
| Harnessmakers and assistants.....  |                    |         |        | 8         |                     |        |         |           |        | 8      |
| Head chauffeurs.....               |                    | 4       |        |           |                     |        |         |           |        | 4      |
| Horseshoers.....                   |                    |         |        | 9         |                     |        |         |           |        | 9      |
| Janitors.....                      |                    |         |        |           |                     | 1      | 1       |           |        | 2      |
| Janitresses.....                   |                    |         |        |           |                     | 7      |         |           |        | 7      |
| Joiners.....                       |                    |         |        |           |                     | 2      |         |           |        | 2      |
| Laborers.....                      |                    | 320     | 83     |           | 140                 | 11     | 3       |           | 184    | 741    |
| Lamp-lighter.....                  |                    |         |        |           |                     | 1      |         |           |        | 1      |
| Machinist and assistants.....      |                    |         | 5      |           |                     | 2      | 1       |           | 21     | 29     |
| Meter testers.....                 |                    |         |        |           |                     |        |         |           | 8      | 8      |
| Meter readers.....                 |                    |         |        |           |                     |        |         |           | 33     | 33     |
| Masons (stone and brick).....      |                    |         | 9      |           |                     |        |         |           | 2      | 11     |
| Medical inspectors.....            |                    | 1       |        | 1         | 1                   |        |         |           |        | 3      |
| Oilers.....                        |                    |         | 17     |           |                     | 18     |         |           |        | 35     |
| Pipe fitter and assistant.....     |                    |         |        |           |                     | 2      |         |           |        | 2      |
| Pavers.....                        |                    | 87      | 1      |           |                     |        |         |           | 3      | 91     |
| Plumbers.....                      |                    |         |        | 1         |                     |        |         |           | 20     | 21     |
| Painters.....                      |                    | 3       | 1      | 8         |                     | 3      | 3       |           |        | 18     |
| Captains.....                      |                    |         |        |           |                     | 12     |         |           |        | 12     |
| <i>Carried forward</i> .....       | 48                 | 595     | 274    | 125       | 205                 | 147    | 188     | 2         | 401    | 1,985  |

## Grade and Number of Employees.— Concluded.

| TITLE.                           | SERVICES.          |         |        |           |                     |        |         |           |        |        |
|----------------------------------|--------------------|---------|--------|-----------|---------------------|--------|---------|-----------|--------|--------|
|                                  | Central<br>Office. | Paving. | Sewer. | Sanitary. | Street<br>Cleaning. | Ferry. | Bridge. | Lighting. | Water. | Total. |
| <i>Brought forward</i> .....     | 48                 | 555     | 274    | 125       | 205                 | 147    | 188     | 2         | 401    | 1,985  |
| Quartermasters.....              |                    |         |        |           |                     | 12     |         |           |        | 12     |
| Repairers.....                   |                    | 3       | 1      |           |                     |        |         |           | 94     | 98     |
| Roofer.....                      |                    |         |        |           |                     | 1      |         |           |        | 1      |
| Rammers.....                     |                    | 10      |        |           |                     |        |         |           |        | 10     |
| Rigger.....                      |                    |         |        |           |                     | 1      |         |           |        | 1      |
| Sealers.....                     |                    |         |        |           |                     |        |         |           | 3      | 3      |
| Sewer flushers.....              |                    |         | 23     |           |                     |        |         |           |        | 23     |
| Supervisors.....                 |                    | 2       |        | 1         |                     |        | 1       |           |        | 4      |
| Stenographers.....               |                    | 1       | 2      |           |                     |        |         | 1         |        | 4      |
| Stonecutters.....                |                    | 10      | 2      |           |                     |        |         |           |        | 12     |
| Superintendents and deputy.....  |                    | 1       | 1      |           |                     |        |         |           | 2      | 4      |
| Stockkeepers.....                |                    |         |        | 1         |                     | 1      |         |           | 1      | 3      |
| Stablemen.....                   |                    | 13      | 3      | 29        | 30                  |        | 1       |           | 1      | 77     |
| Tankman.....                     |                    |         |        |           |                     | 1      |         |           |        | 1      |
| Teamsters and heplers.....       |                    | 57      | 4      | 45        | 226                 |        |         |           | 12     | 750    |
| Telephone operators.....         |                    |         |        |           | 1                   |        |         |           | 1      | 2      |
| Tollmen.....                     |                    |         |        |           |                     | 12     |         |           |        | 12     |
| Chief veterinarian.....          |                    | 1       |        |           |                     |        |         |           |        | 1      |
| Watchmen.....                    |                    | 6       | 16     | 12        | 3                   |        | 4       |           | 6      | 47     |
| Weighers.....                    |                    | 1       |        | 1         |                     |        |         |           |        | 2      |
| Wharfingers.....                 |                    | 1       |        | 2         |                     |        |         |           |        | 3      |
| Wharfmen.....                    |                    |         |        | 4         |                     |        |         |           |        | 4      |
| Wheelwrights and assistants..... |                    |         |        | 5         |                     |        |         |           |        | 5      |
| Yardmen.....                     |                    | 7       | 2      | 13        | 2                   |        |         |           | 7      | 31     |
| Totals.....                      | 48                 | 708     | 328    | 644       | 467                 | 175    | 194     | 3         | 528    | 3,095  |

**Number of Employees Actually Employed February 1, 1924, and  
February 1, 1925.**

|                       | Central Office. | Bridge. | Ferry. | Lighting. | Paving. | Sanitary. | Sewer. | Street Cleaning<br>and Watering. | Water. | Total. |
|-----------------------|-----------------|---------|--------|-----------|---------|-----------|--------|----------------------------------|--------|--------|
| February 1, 1924..... | 41              | 193     | 175    | 3         | 691     | 600       | 328    | 447                              | 514    | 2,992  |
| February 1, 1925..... | 39              | 191     | 169    | 3         | 695     | 623       | 325    | 446                              | 525    | 3,016  |

*Total Eligible Force.*

|                       |    |     |     |   |     |     |     |     |     |       |
|-----------------------|----|-----|-----|---|-----|-----|-----|-----|-----|-------|
| February 1, 1924..... | 50 | 195 | 175 | 3 | 705 | 632 | 331 | 466 | 503 | 3,060 |
| February 1, 1925..... | 48 | 194 | 175 | 3 | 708 | 644 | 328 | 467 | 528 | 3,095 |

*Appointments, Transfers, Resignations, Retirements, Deaths, etc., of Employees.*

| Died. | Retired,<br>Act of 1922. | Retired Veterans,<br>Act of 1911. | Transferred to<br>Other Depart-<br>ments. | Transferred to<br>Other Services. | Resigned. | Discharged. | February 1, 1924. | SERVICES<br>1924-1925. | January 31, 1925. | Transferred from<br>Other Services. | Transferred from<br>Other Depart-<br>ments. | Reinstated. | Appointed. |
|-------|--------------------------|-----------------------------------|---|-----------------------------------|-----------|-------------|-------------------|------------------------|-------------------|-------------------------------------|---|-------------|------------|
| 2     |                          |                                   | 3   | 3                                 |           |             | 50                | Central Office.....    | * 48              | 4                                   | 2   |             |            |
|       | 7                        |                                   | 1   | 1                                 |           |             | 195               | Bridge.....            | 194               | 1                                   | 3   |             | 4          |
| 3     | 4                        |                                   |   | 4                                 |           |             | 175               | Ferry.....             | 175               | 2                                   | 5   |             | 4          |
|       |                          |                                   |   |                                   |           |             | 3                 | Lighting.....          | 3                 |                                     |   |             |            |
| 11    | 33                       | 1                                 | 2   | 11                                | 6         |             | 705               | Paving.....            | 708               | 34                                  | 8   | 3           | 22         |
| 7     | 12                       | 1                                 | 2   | 17                                | 8         |             | 632               | Sanitary.....          | 644               | 6                                   | 7   | 2           | 44         |
| 5     | 9                        | 1                                 | 2   | 22                                | 8         |             | 466               | Street Cleaning.....   | 467               | 3                                   | 3   |             | 42         |
| 6     | 14                       |                                   | 1   | 2                                 | 2         |             | 331               | Sewer.....             | 328               | 7                                   | 6   |             | 9          |
| 7     | 12                       | 1                                 | 3   | 9                                 | 2         |             | 503               | Water.....             | 528               | 12                                  | 8   |             | 39         |
| 41    | 91                       | 4                                 | 14  | 69                                | 26        |             | 3,060             | Totals.....            | 3,095             | 69                                  | 42  | 5           | 164        |

\* Includes eight Central Office employees who are paid on Water Service pay roll.



PART II.

# APPENDICES.

## APPENDIX A.

## CENTRAL OFFICE.

|   |             |
|---|-------------|
| Appropriation . . . . .   | \$88,933 91 |
| Expenditures from February 1, 1924, to January 31, 1925 . . . . . | 86,511 11   |

|  |                   |
|--|-------------------|
| Balance unexpended and transferred to the City Treasurer . . . . . | <u>\$2,422 80</u> |
|--|-------------------|

*Expenditures.*

|   |                    |
|---|--------------------|
| Salary, commissioner . . . . .                  | \$9,000 00         |
| Salaries of clerks, stenographers, etc. . . . . | 69,996 62          |
| Automobile expense:                             |                    |
| Wages, chauffeur . . . . .                      | \$1,633 67         |
| Bay State sedan . . . . .                       | 1,181 81           |
| Gasolene . . . . .                              | 236 39             |
| Storage . . . . .                               | 150 00             |
| Repairs . . . . .                               | 90 50              |
| Supplies . . . . .                              | 103 12             |
| Tires and tubes . . . . .                       | 68 52              |
| Oil, grease, etc. . . . .                       | 22 31              |
| Registration . . . . .                          | 12 00              |
|   | <hr/>              |
|   | 3,498 32           |
| Printing . . . . .                              | 2,454 31           |
| Stationery . . . . .                            | 454 78             |
| Postage . . . . .                               | 211 56             |
| Telephone tolls . . . . .                       | 37 84              |
| Travel expenses, car fares, etc. . . . .        | 201 31             |
| Typewriter . . . . .                            | 88 00              |
| Inspection and repairs, typewriters . . . . .   | 74 25              |
| Books, papers, etc. . . . .                     | 362 17             |
| Sundries . . . . .                              | 125 95             |
| Surety bond . . . . .                           | 6 00               |
|   | <hr/>              |
|   | <u>\$86,511 11</u> |

## APPENDIX B.

REPORT OF THE DIVISION ENGINEER OF THE  
BRIDGE AND FERRY DIVISION.

BOSTON, February 1, 1925.

MR. J. A. ROURKE,  
*Commissioner of Public Works.*

DEAR SIR,—I respectfully submit the following report of the income, expenditures, and operation of the Bridge and Ferry Division for the year ending January 31, 1925. The expenditures of the division in the regular maintenance appropriations of the department were \$981,598.76. Under special appropriations, \$595,354.24 additional was expended, making the total expenditures for the year \$1,576,953.

After years of litigation between the cities of Boston and Chelsea, the latter city has agreed to carry out the provisions of the findings of the Special Commission and the decree of the Supreme Court in regard to the bridges between Boston and Chelsea, constructed under the provisions of chapter 581, Acts of 1911, as amended by chapter 341, Acts of 1913. The city of Chelsea paid \$25,000 on January 1, 1925, as a first installment on the payment of \$100,000 to the City of Boston, agreed upon by Boston and Chelsea, on account of the maintenance charges of Chelsea Bridge and Meridian Street Bridge up to February 1, 1924.

The wearing surface of the following bridges has been changed from wooden sheathing to a more permanent type of pavement or they have been treated with a bituminous topping:

In some cases these jobs were occasioned by the complete rebuilding of the structure when it was deemed advisable to change from the lighter type of structure formerly in vogue, with wooden sheathing, to a permanent structure usually of steel incased in concrete with a paving of permanent type.

In other cases where the under plank has been down for some time but is still good for a few years, a bitumin-

ous top has been put on, particularly where the bridge is a large structure. The bituminous top costs much less than the wood block but needs attention at least once a year.

Wherever the job is comparatively small and the under plank has needed replacing, it has been deemed advisable to put tongued and grooved under plank down, on top of which is placed wood block with asphalt joints, so that the roadway should need no repairs for a considerable period of years.

*Arlington Street Bridge (over Boston and Albany Railroad).—*Wood block.

*Ashland Street Bridge (over New York, New Haven and Hartford Railroad).—*Granite block.

*Ashland Street Bridge (over Stony Brook).—*Bituminous top.

*Babson Street Bridge (over New York, New Haven and Hartford Railroad).—*Wood block.

*Beacon Street Bridge (over Boston and Albany Railroad).—*Granite block.

*Belgrade Avenue Bridge (over New York, New Haven and Hartford Railroad).—*Granite block.

*Bennington Street Bridge (over Boston, Revere Beach and Lynn Railroad).—*Wood block.

*Berkeley Street Bridge (over Boston and Albany Railroad).—*Bituminous top.

*Blue Hill Avenue Bridge (over New York, New Haven and Hartford Railroad).—*Bituminous top.

*Boylston Street Bridge (over Boston and Albany Railroad).—*Bituminous top, outside car tracks only.

*Broadway Bridge (over Boston and Albany Railroad).—*Wood block.

*Brookline Avenue Bridge (over Boston and Albany Railroad).—*Wood block.

*Cambridge Street Bridge (Allston) over Boston and Albany Railroad. —*Wood block.

*Chelsea South Bridge. —*Granite block and wood block.

*Dana Avenue Bridge (over New York, New Haven and Hartford Railroad).—*Wood block.

*Everett Street Bridge (over Boston and Albany Railroad).—*Bituminous top.

*Glenwood Avenue Bridge (over Mother Brook).—*Wood block.

*Harvard Street Bridge (over New York, New Haven and Hartford Railroad).—*Wood block.

*Hyde Park Avenue Bridge (over Stony Brook).—*Wood block.

*Hyde Park Avenue Bridge (over Mother Brook).—*Granite block.

*Hyde Park Bridge (over electric connection).—*Wood block.

*Milton Street Bridge (over New York, New Haven and Hartford Railroad).—*Wood block and bituminous top.

*New Allen Street Bridge (over New York, New Haven and Hartford Railroad).—Wood block.*

*Sprague Street Bridge (over New York, New Haven and Hartford Railroad).—Bituminous top.*

*Watworth Street Bridge (over New York, New Haven and Hartford Railroad).—Wood block.*

*West River Street Bridge (over Mother Brook).—Wood block.*

*West Fourth Street Bridge (over New York, New Haven and Hartford Railroad, outside car tracks).—Bituminous top.*

### *Beacon Street Bridge.*

A contract was made January 3, 1923, with the Phoenix Bridge Company at a price of \$104,416.01, for replacing the old bridge with a new structure, using the existing abutments. The subcontractor for the approaches and concrete work was A. G. Tomasello & Son Company. The work of reconstruction was completed April 30, 1924.

The new structure is of steel encased in concrete. It has three main girders carrying a system of steel floor beams supporting two roadways with a concrete floor on which is laid granite block paving. The sidewalks have a granolithic surface and are carried on brackets from the two outside girders. All the metal below the floor is encased in concrete, and cast-iron plates are used over the railroad tracks to diminish the effect of locomotive exhaust. The bridge was widened on the westerly side so that it is now as wide as the street on either side. The water pipes have been placed under the railroad tracks so that with the new bridge a very much larger space is afforded for traffic than was the case with the old structure.

### *Braddock Park Footbridge.*

Extensive repairs have been made to the corroded steel work of this bridge and adjacent steps and a complete new wooden flooring placed by the day labor force.

### *Cambridge Street, Allston, Bridge over Boston & Albany Railroad.*

A contract was made June 22, 1922, with the Boston Bridge Works, Inc., at a price of \$133,621.78, for removing the old bridge and replacing it with a new structure, utilizing the existing abutments. The subcontractor for the approaches and concrete work was Cross & Roberts. The bridge was completed May 17, 1924.

The new structure consists of four steel trusses, carrying steel floor beams, encased in concrete and supporting a concrete floor with wood block paving. There are three roadways, the middle carrying two lines of street railway tracks. The bottom chords of the trusses are raised above the floor level so that the locomotive gases will not cause corrosion. The easterly sidewalk is built outside of the easterly truss, thereby widening the bridge and giving a greater width to the easterly roadway. On the west side of the bridge brackets are built out from the truss to carry the gas pipe, thereby removing the gas pipe from the roadway surface. These changes have made all the roadways wide enough to carry two lines of vehicles with ease. The approaches to the bridge are paved with granite block.

#### *Chelsea Bridge North.*

Many of the piles supporting the sidewalk and roadway of the south approach to the swing draw at Chelsea Bridge North which were broken and decayed and several spur shores which had broken loose were repaired by the W. L. Miller Company, under a contract dated September 27, 1924. The work was completed on October 29, 1924, at a cost of \$2,800.76. A complete rebuilding of these pile approaches will be necessary in a few years.

A contract was awarded to the Murray Engineering Company, October 17, 1924, for cleaning and painting the steel work of Chelsea Bridge North draw span. The work will be finished in the spring of 1925. The City of Boston supplies the paint for the two finish coats, and the contractor the red lead paint for touching up rusty spots. The two finish coats are of blue lead and the paint weighs approximately eighteen pounds to the gallon.

#### *Chelsea Street Bridge.*

The Rendle-Stoddard Company was awarded a contract for repairing the fender guard on October 4, 1924. It was also found necessary to extend this fender guard down stream about twenty-five feet to protect the pile bridge properly from the large steamers now passing through this bridge. Spur shores have been fitted under the draw pier and some planking on the pier replaced. The work was completed January 3, 1925, at a cost of \$4,668.52.

*Chelsea Bridge South.*

As a preliminary step toward the building of a permanent new structure at Chelsea Bridge, over the south channel of the Mystic river, a temporary bridge was constructed alongside the existing bridge in 1913-14. The draw span of this temporary structure was the same as that used in the temporary bridge at the Chelsea Bridge North.

Various studies based on borings at the site were made for a permanent structure and a plan adopted on which licenses were obtained from the Public Works Department of the state and from the War Department. The plan provided for a bridge 365 feet long and 61 feet wide, having a 46-foot roadway and two 7½-foot sidewalks. It provided for a channel in the waterway 75 feet wide with a depth of 25 feet and with piers at such a depth that it would be possible ultimately to dredge the channel to 35 feet at mean low water.

The draw span consists of a four-leaf bascule draw of the Strauss type, with main trunnion supports 119 feet between centers, operated by electricity. The draw span is paved with wood block.

The approach spans are composed of deck plate girder and beam spans, supporting a floor of concrete; the roadway has a wearing surface of granite block and the sidewalks a granolithic surface.

Automatic gates of the yielding type protect the draw opening. These gates are designed to stop a two-ton automobile traveling at twenty miles an hour without damage to either the gate or the automobile.

The masonry foundations of the bascule span reach to a depth of 40 feet below mean low water on the southerly side of the channel and 45 feet below mean low water on the northerly side and are in hardpan. They were placed by the use of steel sheet piling coffer dams. The lower parts of the foundations are of concrete and were placed under water. From about 15 feet below mean low water to the top of the piers, the concrete and masonry was laid in the dry, although the water was allowed to flow over it after a few hours had been allowed for the setting of concrete and mortar. The foundations for the approach spans rest on piles. All concrete from about mean low water to the top of the piers is faced with granite masonry.

The draw fender pier is about 426 feet long, the oak

piling is from 60 to 65 feet long, and the timber in the construction is of yellow pine or Douglas fir.

The bridge was built under a contract with the Holbrook, Cabot & Rollins Corporation, approved May 2, 1922, and the work was completed July 19, 1924. A large part of the wood work was sublet to the W. L. Miller Company, the steel work to the Boston Bridge Works, Inc., and the paving and curbstones to C. W. Dolloff & Co.

On October 17, 1923, a contract for a new drawtenders' house was made with the W. L. Miller Company, and the work was completed December 26, 1923, at a cost of \$5,374.

The construction of this bridge has greatly facilitated the movement of traffic, both on the street and through the waterway, and heavy lighterage charges have been saved the firms up stream from the draw span.

An agreement of 1914 between the Boston & Maine Railroad Company and the City of Boston provided that the city should rebuild a part of the freight shed on Mystic wharf, which was torn down during the construction of the temporary bridge, the rebuilding to be done when the permanent bridge was constructed.

The Boston & Maine Railroad Company requested that in lieu of the rebuilding of the freight house that the city amend the agreement and pay the Boston & Maine Railroad Company the amount of money that would be required for the rebuilding of the freight house. It was finally agreed that an amendment be made to the agreement, providing that the city pay to the Boston & Maine Railroad Company \$4,750 and the amendment to the agreement will soon be signed.

Some claims on the part of the contractor for the rebuilding of Chelsea South Bridge are still outstanding, so that the cost of this construction has not been finally determined.

#### *Commercial Point Bridge.*

Patrick A. Colleran was awarded a contract for repairing and strengthening this bridge. The work consisted in refitting about six old spur shores, replacing girders, braces and girder caps where necessary and repairing the existing abutments by cleaning and filling the joints of the masonry with cement mortar and pinnars. It was necessary to do considerable posting from new low water girders to strengthen the structure, as the tops of the

old piles were badly decayed. The contract was completed September 17, 1924, at a cost of \$2,194.40.

*Congress Street Bridge.*

Borings were made under a contract with Martin F. Gaddis, approved on August 23, 1923, for wash borings across the channel, to determine the material for the foundations of the proposed bridge. The contract was completed on October 2, 1923, at a cost of \$1,666.02.

Plans drawn for the construction and maintenance of a new permanent bridge were approved by the Department of Public Utilities on November 28, 1924. Application has also been made to the War Department for permission to build this bridge.

The new structure will be of masonry and steel, with a draw having a clear opening of not less than 75 feet for the passage of vessels. Pile and timber fender guards and piers will also be constructed.

A portion of the existing water pipe and tunnel will be changed by extending the westerly end of the pipe about 23 feet and building a new shaft at this point. The depth of channel will be increased to 25 feet at low water and the foundations of the new bridge built to allow the deeping of this channel to 30 feet at low water, if required by the Government.

The construction of this bridge will depend upon Legislative action authorizing a loan outside the debt limit to the amount of \$800,000.

*Cottage Farm Bridge over Boston and Albany Railroad.*

A contract was approved with Maurice M. Devine on August 5, 1924, for repairing the under part of the structure with gunite. This work was paid for by the Park Department but the engineering work and supervision was executed by the Bridge Service.

Some of the gunite of this bridge had become loose from the action of the locomotive gases. The loose material was removed and a new surface of gunite laid, which will probably last for five or six years, thereby protecting the steel and brick work of the structure.

*Dorchester Avenue Bridge.*

A contract was awarded to the W. H. Ellis & Son Company on March 25, 1924, for repairing the fenders of the Dorchester Avenue Bridge, over Fort Point chan-

nel. The faces of the waterways were repaired, fender guards, capsills, caps and other timber work renewed where directed, new piling was provided where necessary, spur shores refitted and corner irons placed. The cost of this work was \$3,896.60.

A contract was awarded to the C. & R. Construction Company for repairing the sidewalks and flooring on August 28, 1924. This work consisted of replacing parts of the downstream sidewalk on both sides of the channel by putting in new stringers, new planking and new surfacing. Incidentally it was necessary to renew the adjacent curbsticks, roadway planking, some roadway stringers, and to repave some of the roadway. Some work was also required in the roadways near the draw cracks, where in co-operation with the city the Boston Elevated Railway Company removed and replaced the car track and paved in the track. This contract was completed October 23, 1924, at a cost of \$7,899.22.

*Dartmouth Street Bridge over Boston and Albany Railroad.*

An order of the Public Utilities Commission, issued April 27, 1923, provides for the rebuilding of this bridge in accordance with plans submitted by this division. It provides for the removal of the present superstructure and for the construction of two new piers on which will be placed a steel bridge, the steel below the flooring to be encased in concrete. The middle truss will be removed and the girders of the bridge will be placed on the sidewalks, thus making a single roadway instead of the two roadways on the present bridge and improving traffic conditions. The roadway is to be paved with granite block and the sidewalks will have a granolithic finish. There will be no street car tracks on the structure.

In the belief that this work should be done in two parts, a contract was awarded on September 5, 1924, to the New England Foundation Company to build the piers. There are two piers of reinforced concrete supported on concrete columns which rest on a layer of hard clay, and the bottoms of the columns are at about elevation 24.

The columns were placed by excavating inside steel caissons until hard bottom was reached, then the footing was enlarged and the excavation filled with concrete. On account of vibration in the ground due to the very close proximity of the railroad tracks, it was deemed

advisable to leave the steel shells in position. It was necessary before constructing the piers to make some slight alterations in the sewer system by relocating sections of the drains which would interfere with the building of the piers. In building the piers old piling and some parts of an old pier were encountered, causing a slight delay in the work. The contract, amounting to \$27,193.69, was completed January 9, 1925.

A contract was awarded to the C. & R. Construction Company, approved December 4, 1924, for building the steel and concrete superstructure for \$72,455.50. Only the steel fabrication has been started.

*Harvard Street Bridge, Dorchester.*

In co-operation with the New York, New Haven & Hartford Railroad Company, the day labor force has laid a tongued and grooved yellow pine plank floor, on which has been placed a wood block pavement with asphalt joints, making a much more permanent pavement than the old wooden sheathing.

*Huntington Avenue Bridge over Boston & Albany Railroad.*

Under a contract approved October 31, 1924, the C. & R. Construction Company has removed all the loose concrete from the arches and beams on the under surface and has painted all exposed surfaces of metal work and the fences. The City of Boston supplied the paint for this work. Gunitite was applied to surfaces of metal exposed by the removal of loose concrete. The contract will be completed in the near future.

*Hyde Park Avenue Bridge over Electric Connection, Hyde Park.*

In co-operation with the New York, New Haven & Hartford Railroad Company, the wooden floor has been entirely renewed by our day labor force.

A 4-inch tongued and grooved yellow pine plank has been placed on new stringers furnished by the railroad company and a wood block wearing surface, with asphalt joints, set on the yellow pine plank.

*Meridian Street Bridge.*

The Boston Elevated Railway Company, in co-operation with the Bridge Service day labor force has com-

pletely renewed the wooden flooring of the draw span, doing the work on Saturdays and Sundays, shutting off all travel for two days and two nights in two consecutive weeks.

*Northern Avenue Bridge.*

June 23, 1924, a contract was awarded the W. S. Rendle & Son Company for repairing the fender piers and building pile supports. The planking on the draw pier was renewed and the greater part of the stringers and capsills were replaced with new material. All loose spur shores were refitted and additional piles were driven in the fender pier near the sweep of the ends of the draw, for the purpose of supporting the jacks for the blocking up and leveling of the draw span. New corner irons were provided where required. The work was completed November 14, 1924, at a cost of \$17,270.43.

The continued settlement of the main draw pier at this bridge has made necessary the resetting of the draw track and the end bearings of this bridge. A contract was approved August 21, 1924, with the Edward J. Carnes Company, to raise and block up the draw. The draw was swung off over the draw pier and jacked up on pile supports which had been previously placed. The existing track was then cleaned and reset on antimonial lead at proper grade. New landing blocks for the end supports were installed and the draw placed in proper working condition. The cost of this work, completed November 6, 1924, was \$6,938.73.

The great amount of teaming travel over this and other bridges in the city has prompted this department to obtain a wearing surface which would be of a lasting nature. From the standpoint of first cost the ordinary method of sheathing with a wooden flooring has proven the most economical. This involved, however, the closing of parts of this bridge and others to travel so frequently that it has become a matter of public inconvenience. An experiment was instituted on this bridge with the use of rubber pavement. In May a small section of the bridge over the draw pier was laid with this pavement which consists of blocks of composition rubber laid on a waterproofing compound and cemented together with a rubber cement. The rubber pavement was supplied by the Wright Rubber Products Company of Racine, Wis., and was laid by the Bridge Service force.

To date it has proven to be very successful and a severe test has been applied by the derailment of a freight car of the Union Freight Railroad. This car which ran over part of the pavement caused a slight depression in the surface which disappeared shortly after ordinary traffic had passed over it.

*Redfield Street Bridge, Dorchester.*

The railroad has renewed the wooden stringers, on which the day labor force placed yellow pine deck plank, covered by 2-inch spruce, on which was laid a bituminous top of tarvia, stone and sand.

*Reservoir Road Bridge, Brighton, over Boston & Albany Railroad.*

The wooden flooring of this bridge has been entirely renewed by the day labor force, in co-operation with the forces of the Boston & Albany Railroad Company.

*Summer Street Bridge over Reserved Channel.*

A contract was awarded to the W. H. Ellis & Son Company on July 18, 1924, for the repairs of the piers and fender guards. All old timbers and flooring were removed and replaced with new material. Old piles were removed and old spur shores refitted. The landings for the draw were repaired and readjusted and repairs made to the woodwork of the draw foundations. The capsills, stringers, caps and planking of the piers and fender guards were renewed where necessary. The work was completed October 2, 1924, at a cost of \$8,018.25.

*Walworth Street Bridge over New York, New Haven & Hartford Railroad.*

It was found that this bridge, formerly maintained by the railroad company, was in very poor condition, and the timber was very badly decayed.

The day labor force has completely renewed this bridge, putting in heavier timbers of yellow pine on which was placed a floor of 4-inch yellow pine tongued and grooved plank. For a wearing surface there was placed a wood block pavement, with asphalt joints. The approaches were also changed with bituminous macadam to meet the new grade.

*Repairing Wharf and Dredging Dock, Engine 31, Commercial Street.*

By request of the Fire Commissioner, estimates and a plan for repairs to the wharf and the dredging of the dock, to accommodate the fire boat, were prepared.

The contract with the Bay State Dredging Company was approved February 15, 1924. The work consisted of general repairs on the wharf including the driving of piling on the faces of the dock, replanking the runways and the deck of the wharf; also the dock itself was dredged to minus fifteen. The work was completed April 1, 1924, at a cost of \$4,184 29.

*Miscellaneous.*

During the past year many bridges which had spruce plank for wearing surfaces have been covered with a bituminous topping from  $\frac{1}{2}$  inch to 1 inch thick, composed of broken stone and sand bound together with Tarvia. The results have been on the whole very satisfactory and will prove economical in the maintenance of the planking.

## FERRY SERVICE.

The following steam ferryboats are in commission:

| Name.                      | When<br>Built. | Type.      | Length.       | Gross<br>Tonnage. |
|----------------------------|----------------|------------|---------------|-------------------|
| Hugh O'Brien.....          | 1883           | Side wheel | 175 ft. 3 in. | 645               |
| Governor Russell.....      | 1898           | Propeller  | 164 " 3 "     | 713               |
| Noddle Island (rebuilt)... | 1921           | "          | 174 " 5 "     | 564               |
| General Sumner.....        | 1900           | "          | 164 " 3 "     | 450               |
| John H. Sullivan.....      | 1912           | "          | 172 " 3 "     | 527               |
| Lieutenant Flaherty.....   | 1921           | "          | 174 "         | 727               |
| Ralph J. Palumbo.....      | 1921           | "          | 174 "         | 755               |

## "GOVERNOR RUSSELL."

On June 24, 1924, the ferryboat "Governor Russell" was taken out on the marine railway of R. T. Green's yard, Chelsea, for examination of a propeller. A broken tail shaft was found; the other tail shaft had been broken and renewed in December of the previous year. After receiving bids to make the necessary repairs, the stern bearing was plugged and the boat towed to the Atlantic Works, East Boston, and a new tail shaft, complete with sleeves and bushings, was installed. The cost of this work was \$853.

## "NODDLE ISLAND."

On September 5, 1924, a contract with the Atlantic Works was approved for the sum of \$2,926 to install a ventilating plant on the ferryboat "Noddle Island." When the boat was built in 1920, an exhaust system of ventilation was installed. While this system was at first deemed sufficient to create satisfactory conditions below decks, it was soon decided that a supplementary system to introduce fresh air would be desirable. To this end, a turbine blower was installed with all necessary piping outlets and inlet. At the same time, the piping of the exhaust plant was also renewed with suitable gauge galvanized iron ducts. After the installation, all galvanized iron ducts, connections and fittings were given a coat of bitumastic enamel paint in an effort to prevent the rapid corrosion of this kind of piping on board ship. On September 19, 1924, the boat was taken out on the marine railway of R. T. Green's yard, Chelsea,

for general repairs to the hull. While extensive repairs were not contemplated, when an examination of the copper sheathing of the under water body of the boat was made possible, it was evident that a large number of sheets of yellow metal would be required to make satisfactory repairs. At the same time, one of the tail shafts was found so far down that a complete new stern tube and a new composition sleeve on the tail shaft were required. Miscellaneous work, such as painting the wood of the upper body of the hull, cleaning inlet boxes and strainers, and attaching four new propeller blades was also done. This work cost \$2,619.

“GENERAL SUMNER.”

On March 10, 1924, the ferryboat “General Sumner” was taken out on the marine railway of R. T. Green’s yard, Chelsea, for minor repairs to the hull. The hull was cleaned and painted and the inlet strainers were removed and cleaned. While the required repairs were not large, it was apparent from the condition of the planking and hull system generally that extensive repairs will be necessary shortly if the boat is to remain in commission. Perhaps the chief causes of damage are the heavy loads that are now carried (many of the coal trucks from adjacent yards weighing each in excess of fifteen tons when loaded, coupled with the fact that four lines of vehicles are now carried on the boat where the boat was originally designed for but two), and the strains set up as these excessive loads go on and leave the boat.

“JOHN H. SULLIVAN.”

A contract was awarded to the R. T. Green Company, Chelsea, Mass., on October 17, 1924, to repair the ferryboat “John H. Sullivan.”

The work done under this contract consisted of dry-docking the boat, cleaning, scraping and wire brushing the hull, backing out 5,054 defective rivets and driving new ones, electric welding 74 defective rivets, caulking 814 feet of seams, painting the hull with two coats of red lead and one coat of anti-fouling paint, allowing sufficient periods of time between coats for the paint to dry, spot welding 608 guard iron fastenings, and furnishing in place landing irons to take the ends of the new electrically operated ferry drops.

While this work was progressing it was found necessary to make further repairs, which consisted of rewooding

both stern bearings and fitting new keys for the wheels, raising both rudders, installing new blow backs on two sea cocks, packing main stuffing boxes, repairing one sponson brace, and renewing one disc and stem in one sea valve. The total cost of the repairs, including the extra work as noted above, was \$5,683.46. While the repairs to the hull were approximately as anticipated in the contract it may be mentioned that the deterioration of the rivets, plates and hull system generally is such that future repairs to the hull at greater cost may be required.

In connection with the contract for building the ferry bridges, both ends of this boat were strengthened and altered to fit the new drops, by the J. Edward Ogden Company.

#### “LIEUTENANT FLAHERTY.”

A contract was awarded to the Atlantic works, East Boston, on November 10, 1924, to repair the hull of the “Lieutenant Flaherty.” The work done under this contract consisted of drydocking the boat, cleaning, scraping and wirebrushing the hull, electric welding 330 defective rivets, caulking and welding some seams, painting the hull with two coats of red lead and one coat of anti fouling paint, spot welding 1,241 guard iron fastenings, and furnishing in place suitable landing plates for the ends of the electrically operated ferry bridges. While the work was progressing, an extra work order was given to deliver on board a turbine generator furnished by the city, plug blow off openings, make new opening above braces, clean and drain bilges, furnish new guard timber on end, and effect minor repairs. The total sum paid the Atlantic Works for these repairs, including the extra work, was \$2,540.65. While the work required to make satisfactory repairs on hull at this time was not as extensive as anticipated, there are indications that future repairs will be more costly. Before the boat again went into service, the turbine generator, mentioned above, was installed in place of one of the two original generators which are connected up with reciprocating engines. Owing to the vibration set up in the boat when the old generators were running, it was thought advisable to use a turbine set in which there is no vibration. From the beginning the new generator has given complete satisfaction and that with a steam consumption much less than expected.

“RALPH J. PALUMBO.”

A contract was awarded to the Atlantic Works, East Boston, on December 11, 1924, to repair the hull of the ferryboat “Ralph J. Palumbo.” The work done under this contract consisted of drydocking the boat, cleaning and painting the hull in a manner similar to the “Lieutenant Flaherty,” backing out 910 defective rivets and driving new ones, backing out 10 defective rivets and replacing with tap rivets, electric welding 672 defective rivets, caulking and welding 260 feet of seams, spot welding 1,243 guard iron fastenings, rewooding one stern bearing, raising one rudder, installing a new turbine generator, furnished by the city, recanvassing and painting the upper deck, furnishing in place new boiler fronts, cleaning bilges, and making several minor repairs. The total cost amounted to \$5,750.37. The condition of the under water body of the boat is such that next year some plates will need renewal and further riveting will be required.

ELECTRICALLY OPERATED FERRY BRIDGES.

The satisfactory operation of the two electrically operated ferry bridges at the South Ferry, built last year, made it advisable to construct two more of a similar type. A contract was awarded to the Rendle-Stoddard Construction Company, Chelsea, Mass., on July 29, 1924, to build the necessary foundations at a cost of \$30,856.98. On August 5, 1924 a contract was awarded to the J. Edward Ogden Company, New York, to install two electrically operated ferry bridges with gallows frames and accompanying machinery, one at the northerly drop on the East Boston side and one at the southerly drop on the Boston side, at a contract price of \$234,000. This contract will complete the change from the old pontoon and wooden ferry bridges to the new steel type at the South Ferry.

The new steel ferry bridges have been built with a roadway of sufficient width to accommodate a double line of vehicles; the side walks are narrower than those on the wooden bridges. In this way, the movement of the vehicles is accelerated until the time of unloading and loading is not more than the time required for the movements of the pedestrians.

In the new installation, dead load counterweights,

located in the side towers operating by means of cables running over sheaves in the gallows frames, are capable of balancing all but about two tons of the dead load at the end of the bridge. The rest of the dead load and thirty-eight tons of the live load are taken care of by means of the live load counterweights. The live load counterweights consist of about twenty tons of cast iron for each bridge. The leads from the bridge to these counterweights run over sheaves in the gallows frames and down to a sheave in the middle tower of the gallows frame; from the counterweights, leads are taken up and over this sheave, hung on the leads from the end of the bridge and down to the electrically operated winch. In this way the counterweights correspond to the standing end of a two-part purchase on the leads from the bridge and get a lift of forty tons on the end of the bridge by means of twenty tons of counterweights. By means of an ingenious arrangement at the end of the bridge, the mooring of the boat is accomplished in a satisfactory manner, without any independent means for such purpose, through the pull exerted by the live load counterweights. After careful consideration, the normal pull on the mooring device was reduced by dividing the live load counterweight, so that only when the excessive loading of the bridge takes place, will the full effect of the counterweights (forty tons) be called into play.

To raise and lower the bridge, a master control is located at the end where the deckhand on the boat may step from the boat to the bridge; in this way additional hands to operate the installations are not necessary. By means of overload releases, relays, limit switches, slack cable releases and similar devices the safe operation of the bridges is insured as far as possible. Not only are these devices used to safeguard against errors in manual operations but they automatically take care of the effect of the rise and fall of the tide and such changes in the elevation of the boat as may be caused by changes in trim when loads go on or off. The supports for the canopies at the inshore ends of the north drop, Boston side, and south drop, East Boston, have been altered to furnish wider roadways, and new wire gates on steel frames have been constructed for the new conditions.

With the completion of these new ferry bridges, the city will probably have the largest and best set of ferry bridges extant.

## FERRY PIERS.

Under a contract with the W. H. Ellis Company, dated August 7, 1924, considerable repairs to the North Ferry piers were completed on January 31, 1925, at a cost of \$20,638.82. This work included the rebuilding of the head of the north pier on the Boston side, by driving new piles, rebinding all three pier heads on the East Boston side, and fitting in place chafing irons on the wearing surfaces of certain of the piles in all the piers. The last item is an attempt to reduce the excessive wearing of the surface piles which are rapidly cut through by abrasion caused by the guard fastenings on the boats slipping by as they enter the slips. These chafing irons are attached to each fifth pile approximately, and from present indications, the irons accomplish all that was expected of them.

*North Ferry Pontoon.*—Repairs were made by the Murray Engineering Company, to the pontoon and drop of the North Ferry, Boston side, which were considerably damaged by a ferryboat on August 7, 1924. The work required the rebuilding and re-ironing of outshore end of the drop, fitting in place a new spring beam on the land end, taking the pontoon out of the water on a railway for calking, fastening of new blocking timbers, and resheathing complete with heavy yellow metal. When the bottom chords of the main trusses of the drop were uncovered, it was found necessary to make extensive repairs to replace the unsound timber. In order to expedite the work, an order was given to the W. H. Ellis Company, which was engaged in repairs to the adjacent pier, to drive a few temporary piles for construction purposes, block up the outshore end of the drop while the pontoon was being repaired, and build a new pile and timber guide for the drop to work against. The repairs to the pontoon were done under contract at a cost of \$2,875. The repairs to the drop were made by the day labor force of the Ferry Service aided by the Murray Engineering Company.

Under a contract made with the W. H. Ellis Company, dated October 28, 1924, the coal pocket dock at the South Ferry, East Boston, was repaired at a cost of \$1,455.56. This work consisted of rebuilding the foundation under the boiler and winch of the hoisting engine, driving new piles, fitting new caps and beams, laying a new deck, making fast new caps and covering

boards, and driving and fastening new chafing and mooring piles. These last piles are for mooring ferry boats when not in commission and are made fast to the outside caps of the dock by means of bolts and large cleats to prevent any side motion. This work was completed on January 6, 1925.

Under a contract made with the Rendle-Stoddard Company, dated June 18, 1924, some minor repairs were made on several piers at a total cost of \$4,133.75. Included in this work was the temporary straightening of pier head of the middle pier South Ferry, Boston, and the necessary driving of piles and timber work at the inshore ends of the piers of the south slip, South Ferry, East Boston, to fit the piers so that the boats can approach the new steel bridge more safely. Each pier was slightly extended on the inshore end to protect the concrete foundations of the new gallows frame and the chafing planking of the south pier was removed for a distance of about thirty feet so that the boat entering the slip would line up properly: This contract was completed on July 25, 1924.

Under a contract made with the Rendle-Stoddard Company, dated July 8, 1924, the middle pier of the South Ferry, Boston, about 130 feet long, was entirely rebuilt. In order to maintain the service at the South Ferry while the terms of this contract were being fulfilled, it was necessary to remove and rebuild first the upstream half of the pier while the downstream slip was being used and, on the completion of this phase, to complete the other half of the pier while the upstream slip was in commission. As on the corresponding East Boston side, the inshore ends of the piers of the north or upstream slip were built to conform to the line of the guards of the steel ferryboats. While this was a rebuilding of a former structure, the fact was considered that heavier loadings and heavier boats than the original pier was expected to resist, would act against the new pier; for this reason a more rugged and substantial installation was built. This work completed on December 1, 1924, cost \$32,656.13.

Yours respectfully,

JOHN E. CARTY,  
*Division Engineer.*

## BRIDGE SERVICE.

## FINANCIAL STATEMENT, 1924-25.

*Expenditures from Maintenance Appropriation.*

|  |              |              |
|--|--------------|--------------|
| Boston bridges . . . . .               | \$426,330 81 |              |
| Boston and Cambridge bridges . . . . . | 31,740 49    |              |
|  | <hr/>        | \$458,071 30 |

*Total Expenditures.*

|   |              |              |
|---|--------------|--------------|
| From maintenance appropriations . . . . . | \$458,071 30 |              |
| From special appropriations . . . . .     | 317,758 25   |              |
|   | <hr/>        | \$775,829 55 |

## EXPENDITURES ON BOSTON BRIDGES.

## (1.) Administration:

## Salaries:

|                             |            |
|-----------------------------|------------|
| Division engineer . . . . . | \$3,750 00 |
| Supervisor . . . . .        | 3,000 00   |
| Engineers and draughts-     |            |
| men . . . . .               | 24,805 29  |
| Foreman . . . . .           | 2,088 36   |
| Clerk . . . . .             | 2,105 75   |
| Inspectors . . . . .        | 2,374 55   |
| Medical inspector . . . . . | 183 33     |

## Pensions:

|                                 |          |
|---------------------------------|----------|
| Veterans . . . . .              | 4,834 72 |
| Laborers . . . . .              | 360 00   |
| Holiday time . . . . .          | 2,043 50 |
| Vacations . . . . .             | 1,748 70 |
| Pay to injured employees,       | 694 28   |
| Printing, postage and           |          |
| stationery . . . . .            | 1,542 29 |
| Traveling expense . . . . .     | 268 85   |
| Telephone . . . . .             | 34 88    |
| Engineers' supplies and in-     |          |
| struments . . . . .             | 228 93   |
| Typewriter inspection . . . . . | 33 00    |
| Advertising . . . . .           | 139 69   |

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\$50,236 12

## (2.) Yard and Stockroom:

## Yard:

|  |            |             |
|--|------------|-------------|
| Clerk, j a n i t o r and<br>watchmen . . . . . | \$3,837 26 |             |
| Traveling expense . . . . .                    | 247 77     |             |
| Tools, new . . . . .                           | 823 58     |             |
| Tools, repairs . . . . .                       | 883 92     |             |
| Telephone . . . . .                            | 139 24     |             |
| Towels and furnishings . . . . .               | 15 00      |             |
| Supplies . . . . .                             | 85 64      |             |
| Repairs at yard . . . . .                      | 5,937 95   |             |
|  | <hr/>      | \$11,970 36 |

## Stockroom:

|  |            |                    |
|--|------------|--------------------|
| Stock purchased during<br>year . . . . . | \$6,846 79 |                    |
| Stock used during year . . . . .         | 7,035 81   |                    |
|  | <hr/>      |                    |
| Decrease in stock . . . . .              |            | 189 02             |
|  |            | <hr/>              |
|  |            | <u>\$11,781 34</u> |

*Automobiles.*

|                            | Truck,<br>B-1. | Truck,<br>B-2. | Foreman,<br>B-3. | Supervisor,<br>B-4. | Division<br>Engineer,<br>B-5. | Total.      |
|----------------------------|----------------|----------------|------------------|---------------------|-------------------------------|-------------|
| Wages, chauffeur.....      |                |                | \$933 00         | \$1,526 57          | \$1,151 57                    | \$3,611 14  |
| Storage.....               |                |                | 138 25           | 150 00              | 150 00                        | 438 25      |
| Repairs.....               | \$1,214 56     | \$116 34       | 384 79           | 168 29              | 226 12                        | 2,110 10    |
| Supplies.....              | 17 86          | 16 48          | 101 57           | 30 97               | 13 41                         | 180 29      |
| Oil and gasoline.....      | 279 43         | 162 83         | 424 89           | 240 35              | 320 35                        | 1,427 85    |
| New tires and tubes.....   | 150 41         | 76 94          | 178 19           | 135 89              | 196 33                        | 737 76      |
| Repairs, tires and tubes.. | 4 00           | 28 75          | 150 70           | 25 75               | 49 60                         | 258 80      |
| Registration.....          | 2 00           | 4 00           | 12 00            | 12 00               | 12 00                         | 42 00       |
| New auto.....              |                | 1,655 00       | 461 50           | 574 00              | 1,400 00                      | 4,090 50    |
| Totals.....                | \$1,668 26     | \$2,060 34     | \$2,784 89       | \$2,863 82          | \$3,519 38                    | \$12,896 69 |

## BRIDGES.

*Expenditures on Tide Water Bridges.*

| BRIDGES.               | Draw-<br>tenders'<br>Salaries. | Mechanics'<br>Wages. | Material.   | Repair<br>Bills. | Supplies.   | Total.       |
|------------------------|--------------------------------|----------------------|-------------|------------------|-------------|--------------|
| Broadway.....          | \$15,180 90                    | \$769 65             | \$22 64     | \$136 57         | \$407 48    | \$16,517 24  |
| Charlestown.....       | 20,746 90                      | 2,601 30             | 1,551 50    | 1,017 15         | 1,475 41    | 27,392 26    |
| Chelsea North.....     | 17,433 56                      | 4,117 99             | 464 25      | 4,863 83         | 1,515 96    | 28,395 59    |
| Chelsea South.....     | 18,035 25                      | 1,190 72             | 20 71       | 1,287 76         | 1,786 31    | 22,320 75    |
| Chelsea Street.....    | 15,270 60                      | 2,083 90             | 559 98      | 221 06           | 887 55      | 19,023 09    |
| Congress Street.....   | 15,910 78                      | 3,056 32             | 1,254 49    | 378 34           | 1,468 79    | 22,068 72    |
| Dorchester Avenue..... | 15,154 57                      | 4,248 83             | 2,831 47    | 6,110 06         | 782 21      | 29,127 14    |
| Dover Street.....      | 15,185 12                      | 1,408 05             | 339 36      | 263 86           | 298 64      | 17,195 03    |
| * L Street.....        | 15,154 13                      | 1,027 67             | 580 62      | 711 02           | 448 45      | 17,921 89    |
| Malden.....            | 15,730 69                      | 785 65               | 124 92      | 807 28           | 932 09      | 18,380 63    |
| Meridian Street.....   | 15,652 81                      | 3,153 21             | 3,835 84    | 4,207 56         | 468 80      | 27,318 22    |
| Northern Avenue.....   | 17,145 69                      | 3,491 55             | 1,329 75    | 2,407 02         | 5,191 64    | 29,565 65    |
| Summer Street.....     | 15,641 52                      | 1,819 20             | 737 36      | 648 25           | 848 76      | 19,695 09    |
| Warren.....            | 15,483 10                      | 2,008 00             | 512 03      | 690 40           | 1,928 85    | 20,622 38    |
| Totals.....            | \$227,725 62                   | \$31,762 04          | \$14,164 92 | \$23,750 16      | \$18,440 94 | \$315,843 68 |

\* Now Summer street over Reserved channel.

*Repairs on Inland Bridges.*

| BRIDGE.  | Labor<br>and<br>Materials. |
|--|----------------------------|
| Albany Street (over Boston & Albany Railroad) .....                  | \$570 00                   |
| A Street (Stairs) .....  | 247 00                     |
| Arlington Street .....   | 1 13                       |
| Ashmont Street (Peabody Square) .....                                | 97 76                      |
| Austin Street .....  | 1,672 87                   |
| Beacon Street (over Boston & Albany Railroad) .....                  | 35 19                      |
| Beacon Street (over outlet) .....                                    | 1 09                       |
| Berkeley Street .....  | 383 22                     |
| Blakemore Street .....   | 889 52                     |
| Blue Hill Avenue .....   | 2,134 21                   |
| Boston Street (over Railroad) .....                                  | 271 05                     |
| Boylston Street (over Boston & Albany Railroad) .....                | 3,163 34                   |
| Braddock Park .....  | 500 06                     |
| Baker Street .....   | 41 00                      |
| Broadway (over Boston & Albany Railroad) .....                       | 941 07                     |
| Brookline Avenue .....   | 204 89                     |
| Broadway (over Foundry Street) .....                                 | 1 44                       |
| Broadway (over Lehigh Street) .....                                  | 59 27                      |
| C Street (Stairs) .....  | 1 40                       |
| Charlesgate West (over Ipswich Street) .....                         | 1 09                       |
| Columbus Avenue .....  | 692 87                     |
| Clarendon Street .....   | 1 44                       |
| Dartmouth Street .....   | 301 44                     |
| Durham Street .....  | 185 25                     |
| Dorchester Avenue .....  | 271 00                     |
| Everett Street .....   | 1,139 44                   |
| Fairmount Avenue .....   | 941 92                     |
| Florence Street .....  | 238 58                     |
| Gainsborough Street .....  | 185 60                     |
| Huntington Avenue .....  | 63 21                      |
| Harvard Street .....   | 2,296 38                   |
| Hyde Park Avenue (over electric connection) .....                    | 1,698 84                   |
| Ipswich Street .....   | 1 09                       |
| Irvington Street .....   | 290 45                     |
| Massachusetts Avenue (over New York, New Haven & Hartford Railroad), | 193 23                     |
| Massachusetts Avenue (over Boston & Albany Railroad) .....           | 1 44                       |
| Metropolitan Avenue .....  | 257 55                     |

*Repairs on Inland Bridges — Concluded.*

| BRIDGE.                            | Labor<br>and<br>Materials. |
|------------------------------------|----------------------------|
| Norfolk Street.....                | \$887 90                   |
| Neptune Road.....                  | 116 38                     |
| New Allen Street.....              | 11 00                      |
| Oakland Street.....                | 243 43                     |
| Perkins Street (Foot).....         | 49 00                      |
| Redfield Street.....               | 992 63                     |
| Reservoir Road.....                | 199 78                     |
| Shawmut Avenue.....                | 12 94                      |
| Southampton Street.....            | 317 01                     |
| Summer Street (over A Street)..... | 1 83                       |
| Summer Street (over B Street)..... | 1 83                       |
| Summer Street (over C Street)..... | 33 09                      |
| Toll Gate Way.....                 | 22 52                      |
| Tremont Street.....                | 214 50                     |
| Walworth Street.....               | 3,037 41                   |
| Webster Street.....                | 982 01                     |
| West Fourth Street.....            | 373 96                     |
| West Newton Street.....            | 578 69                     |
| Winthrop.....                      | 47 41                      |
| Wadsworth Street.....              | 44 00                      |
| Cleaning bridges.....              | 7,429 33                   |
| Totals.....                        | \$35,572 98                |

## SUMMARY OF EXPENDITURES.

|                                  |                     |
|----------------------------------|---------------------|
| Administration . . . . .         | \$50,236 12         |
| Yard and stockroom . . . . .     | 11,781 34           |
| Automobiles and trucks . . . . . | 12,896 69           |
| Tide water bridges . . . . .     | 315,843 68          |
| Inland bridges . . . . .         | 35,572 98           |
| Total . . . . .                  | <u>\$326,330 81</u> |

## BRIDGES, REPAIRS, ETC.

## CHELSEA BRIDGE NORTH.

|                                       |                   |
|---------------------------------------|-------------------|
| Salaries of engineers . . . . .       | \$145 76          |
| Transit Department pay roll . . . . . | 76 80             |
| Murray Engineering Company . . . . .  | 2,337 50          |
| William L. Miller Company . . . . .   | 4,303 73          |
| M. F. Gaddis . . . . .                | 666 03            |
| Carried forward . . . . .             | <u>\$7,529 82</u> |

|                        |            |             |
|------------------------|------------|-------------|
| <i>Brought forward</i> | \$7,529 82 |             |
| Advertising            | 14 50      |             |
| Material               | 2,166 02   |             |
| Repairs                | 453 40     |             |
| Traveling expense      | 8 35       |             |
|                        | <hr/>      | \$10,172 09 |

## CHELSEA STREET BRIDGE.

|                         |            |          |
|-------------------------|------------|----------|
| Rendle-Stoddard Company | \$3,968 24 |          |
| Repairs                 | 326 70     |          |
| Advertising             | 13 65      |          |
| License                 | 1 00       |          |
| Engineer's supplies     | 2 00       |          |
|                         | <hr/>      | 4,311 59 |

## COMMERCIAL POINT BRIDGE.

|                       |          |          |
|-----------------------|----------|----------|
| Salaries of engineers | \$316 66 |          |
| P. A. Colleran        | 2,194 40 |          |
| Advertising           | 7 50     |          |
| Bituminous surface    | 230 00   |          |
|                       | <hr/>    | 2,748 56 |

## DORCHESTER AVENUE BRIDGE.

|                              |          |          |
|------------------------------|----------|----------|
| Salaries of engineers        | \$625 12 |          |
| C. & R. Construction Company | 6,716 64 |          |
| Repairs                      | 858 20   |          |
| Advertising                  | 8 00     |          |
| Traveling expense            | 2 25     |          |
| Bituminous surface           | 193 55   |          |
| Material                     | 597 78   |          |
|                              | <hr/>    | 9,001 54 |

## HUNTINGTON AVENUE BRIDGE.

|                              |          |          |
|------------------------------|----------|----------|
| Salaries of engineers        | \$559 13 |          |
| C. & R. Construction Company | 7,564 32 |          |
| M. F. Gaddis                 | 170 49   |          |
| Materials                    | 570 36   |          |
| Advertising                  | 7 00     |          |
| Traveling expense            | 8 90     |          |
|                              | <hr/>    | 8,880 20 |

## MERIDIAN STREET BRIDGE.

|             |            |          |
|-------------|------------|----------|
| Repairs     | \$3,610 00 |          |
| Material    | 1,225 81   |          |
| Advertising | 48 55      |          |
|             | <hr/>      | 4,884 36 |

## NORTHERN AVENUE BRIDGE.

|                              |            |           |
|------------------------------|------------|-----------|
| Salaries of engineers        | \$2,105 34 |           |
| Transit Department pay roll  | 278 40     |           |
| Edward J. Carnes             | 6,988 73   |           |
| C. & R. Construction Company | 1,062 15   |           |
| W. S. Rendle Company         | 19,010 46  |           |
| Repairs                      | 237 38     |           |
| Material                     | 1,907 07   |           |
| Engineers' supplies          | 3 00       |           |
| Traveling expense            | 10 80      |           |
| Advertising                  | 94 35      |           |
| Freight                      | 68 38      |           |
|                              | <hr/>      | 31,766 06 |

*Carried forward* . . . . . \$71,764 40

## SUMMER STREET OVER RESERVED CHANNEL.

|                                     |          |                |
|-------------------------------------|----------|----------------|
| <i>Brought forward</i> . . . . .    |          | \$71,764 40    |
| Salaries of engineers . . . . .     | \$291 52 |                |
| W. H. Ellis & Son Company . . . . . | 8,018 55 |                |
| Advertising . . . . .               | 17 40    |                |
| Photographs . . . . .               | 35 00    |                |
| Material . . . . .                  | 240 58   |                |
| Traveling expense . . . . .         | 1 05     |                |
|                                     |          | <hr/> 8,604 10 |

## WEBSTER STREET FOOT BRIDGE.

|                                       |          |                |
|---------------------------------------|----------|----------------|
| Material . . . . .                    | \$481 11 |                |
| Repairs . . . . .                     | 155 93   |                |
| Flagman . . . . .                     | 96 43    |                |
| Mechanics . . . . .                   | 132 00   |                |
| Transit Department pay roll . . . . . | 873 10   |                |
|                                       |          | <hr/> 1,738 57 |

## ALBANY STREET BRIDGE OVER BOSTON &amp; ALBANY RAILROAD.

|                                       |         |              |
|---------------------------------------|---------|--------------|
| Repairs . . . . .                     | \$93 79 |              |
| Transit Department Pay roll . . . . . | 346 40  |              |
|                                       |         | <hr/> 440 19 |

## AUSTIN STREET BRIDGE.

|                              |  |        |
|------------------------------|--|--------|
| Bituminous surface . . . . . |  | 305 00 |
|------------------------------|--|--------|

## BLAKEMORE STREET BRIDGE.

|                              |         |              |
|------------------------------|---------|--------------|
| Material . . . . .           | \$50 00 |              |
| Bituminous surface . . . . . | 221 10  |              |
|                              |         | <hr/> 271 10 |

## BLUE HILL AVENUE.

|                              |  |        |
|------------------------------|--|--------|
| Bituminous surface . . . . . |  | 621 50 |
|------------------------------|--|--------|

## BROADWAY BRIDGE.

|                   |  |       |
|-------------------|--|-------|
| Repairs . . . . . |  | 28 00 |
|-------------------|--|-------|

## BOSTON STREET BRIDGE.

|                              |  |        |
|------------------------------|--|--------|
| Bituminous surface . . . . . |  | 196 50 |
|------------------------------|--|--------|

## BROOKLINE AVENUE BRIDGE.

|                              |  |        |
|------------------------------|--|--------|
| Bituminous surface . . . . . |  | 583 59 |
|------------------------------|--|--------|

## BOYLSTON STREET BRIDGE OVER BOSTON &amp; ALBANY RAILROAD.

|                              |  |        |
|------------------------------|--|--------|
| Bituminous surface . . . . . |  | 344 50 |
|------------------------------|--|--------|

## BERKELEY STREET BRIDGE.

|                              |          |              |
|------------------------------|----------|--------------|
| Material . . . . .           | \$314 60 |              |
| Bituminous surface . . . . . | 234 40   |              |
|                              |          | <hr/> 549 00 |

## BYRON STREET BRIDGE.

|                              |  |        |
|------------------------------|--|--------|
| Bituminous surface . . . . . |  | 173 50 |
|------------------------------|--|--------|

## BENNINGTON STREET BRIDGE.

|                              |  |        |
|------------------------------|--|--------|
| Bituminous surface . . . . . |  | 164 80 |
|------------------------------|--|--------|

## CHARLESTOWN BRIDGE.

|                                       |          |              |
|---------------------------------------|----------|--------------|
| Bituminous surface . . . . .          | \$646 50 |              |
| Transit Department pay roll . . . . . | 63 90    |              |
|                                       |          | <hr/> 710 40 |

|                                  |  |                   |
|----------------------------------|--|-------------------|
| <i>Carried forward</i> . . . . . |  | <hr/> \$86,495 15 |
|----------------------------------|--|-------------------|

|   |            |                   |
|---|------------|-------------------|
| CENTRAL AVENUE BRIDGE.                            |            |                   |
| <i>Brought forward</i>                            |            | \$86,495 15       |
| Bituminous surface                                |            | 439 00            |
| CHELSEA BRIDGE SOUTH.                             |            |                   |
| Repairs   |            | 2 33              |
| CLARENDON STREET BRIDGE.                          |            |                   |
| Bituminous surface                                |            | 143 65            |
| CONGRESS STREET BRIDGE.                           |            |                   |
| Repairs   |            | 89 12             |
| EVERETT STREET BRIDGE.                            |            |                   |
| Material  | \$1,047 27 |                   |
| Bituminous surface                                | 601 10     |                   |
|   | <hr/>      | 1,648 37          |
| FAIRMOUNT AVENUE BRIDGE.                          |            |                   |
| Bituminous surface                                |            | 286 10            |
| HARVARD STREET BRIDGE.                            |            |                   |
| Repairs   | \$58 00    |                   |
| Bituminous surface                                | 976 50     |                   |
|   | <hr/>      | 1,034 50          |
| HYDE PARK AVENUE BRIDGE OVER STONY BROOK.         |            |                   |
| Bituminous surface                                |            | 950 00            |
| HYDE PARK AVENUE BRIDGE OVER ELECTRIC CONNECTION. |            |                   |
| Repairs   | \$77 80    |                   |
| Bituminous surface                                | 900 00     |                   |
| Transit Department pay roll                       | 172 90     | 1,150 70          |
| MILTON STREET BRIDGE.                             |            |                   |
| Bituminous surface                                |            | 419 50            |
| NORFOLK STREET BRIDGE.                            |            |                   |
| Bituminous surface                                |            | 327 00            |
| NEPTUNE ROAD BRIDGE.                              |            |                   |
| Material  | \$196 60   |                   |
| Bituminous surface                                | 155 50     |                   |
|   | <hr/>      | 353 10            |
| REDFIELD STREET BRIDGE.                           |            |                   |
| Material  | \$1,423 75 |                   |
| Repairs   | 63 00      |                   |
| Bituminous surface                                | 300 00     |                   |
|   | <hr/>      | 1,786 75          |
| RESERVOIR ROAD BRIDGE.                            |            |                   |
| Advertising                                       |            | 22 30             |
| SPRAGUE STREET BRIDGE.                            |            |                   |
| Bituminous surface                                |            | 353 71            |
| SOUTHAMPTON STREET BRIDGE.                        |            |                   |
| Bituminous surface                                |            | 237 80            |
| <i>Carried forward</i>                            |            | <hr/> \$95,739 08 |

## WARREN BRIDGE.

|                                     |             |
|-------------------------------------|-------------|
| <i>Brought forward</i> . . . . .    | \$95,739 08 |
| W. H. Ellis & Son Company . . . . . | 881 73      |

## WEST FOURTH STREET BRIDGE.

|                              |                |
|------------------------------|----------------|
| Material . . . . .           | \$480 38       |
| Bituminous Surface . . . . . | 1,816 50       |
|                              | <hr/> 2,296 88 |

## WALWORTH STREET BRIDGE.

|                                 |              |
|---------------------------------|--------------|
| A. G. Tomasello & Son . . . . . | \$800 93     |
| Repairs . . . . .               | 78 00        |
|                                 | <hr/> 878 93 |

|                  |                    |
|------------------|--------------------|
| Totals . . . . . | <u>\$99,796 62</u> |
|------------------|--------------------|

## BEACON STREET BRIDGE, REBUILDING.

|                                      |                   |
|--------------------------------------|-------------------|
| The Pheonix Bridge Company . . . . . | \$18,650 85       |
| Repairs . . . . .                    | 1,191 83          |
| Installing lights . . . . .          | 487 14            |
| Material . . . . .                   | 56 50             |
| Traveling expense . . . . .          | 25 80             |
| Photographs . . . . .                | 15 00             |
| Engineers' supplies . . . . .        | 10 26             |
| Salaries, engineers . . . . .        | 162 50            |
|                                      | <hr/> \$20,599 88 |

## CAMBRIDGE STREET BRIDGE, REBUILDING.

|                               |                   |
|-------------------------------|-------------------|
| Boston Bridge Works . . . . . | \$16,339 03       |
| Material . . . . .            | 56 50             |
| Photographs . . . . .         | 15 00             |
| Traveling expense . . . . .   | 2 10              |
| Salaries, engineers . . . . . | 112 50            |
|                               | <hr/> \$16,525 13 |

## CHELSEA BRIDGE SOUTH.

|   |                    |
|---|--------------------|
| Holbrook, Cabot and Rollins Corporation . . . . . | \$130,845 35       |
| W. L. Miller Company . . . . .                    | 3,209 10           |
| Boston Bridge Works . . . . .                     | 551 11             |
| Strauss Bascule Bridge Works . . . . .            | 800 00             |
| Photographs . . . . .                             | 100 00             |
| Inspection of material . . . . .                  | 105 00             |
| Water supply pipe . . . . .                       | 81 00              |
| Light and power services . . . . .                | 499 92             |
| Paving draw span . . . . .                        | 650 00             |
| Equipment tools . . . . .                         | 698 62             |
| Repairs . . . . .                                 | 587 98             |
| Traveling expense . . . . .                       | 185 55             |
| Engineers' supplies . . . . .                     | 12 78              |
| Salaries, engineers . . . . .                     | 5,686 86           |
|   | <hr/> \$144,013 27 |

## CONGRESS STREET BRIDGE, PLANS, ETC.

|                               |                |
|-------------------------------|----------------|
| Engineers' supplies . . . . . | \$35 84        |
| Salaries, engineers . . . . . | 917 07         |
| Advertising . . . . .         | 16 15          |
| Photographs . . . . .         | 30 00          |
|                               | <hr/> \$999 06 |

## DARTMOUTH STREET BRIDGE.

|   |                    |
|---|--------------------|
| New England Foundation Company . . . . .          | \$23,114 64        |
| Western Union Telegraph Company . . . . .         | 3,233 35           |
| The Pierce Company . . . . .                      | 840 20             |
| Mark H. Lynch . . . . .                           | 692 85             |
| M. F. Gaddis . . . . .                            | 761 38             |
| Central Construction Company . . . . .            | 18 63              |
| Material . . . . .                                | 151 65             |
| Advertising . . . . .                             | 30 50              |
| Inspection of material . . . . .                  | 45 94              |
| New York, New Haven & Hartford Railroad . . . . . | 11 10              |
| Traveling expense . . . . .                       | 55 50              |
| Engineers' supplies . . . . .                     | 224 58             |
| Salaries, engineers . . . . .                     | 6,642 05           |
|   | <hr/>              |
|   | <u>\$35,822 37</u> |

## OLD HARBOR IMPROVEMENTS.

|                               |               |
|-------------------------------|---------------|
| Engineers' supplies . . . . . | <u>\$1 92</u> |
|-------------------------------|---------------|

## Expenditures from Special Appropriation in Charge of Bridge Service.

|  | Balances<br>from<br>1923-24. | Total Credits,<br>Including<br>Balances<br>Carried Over<br>and Transfers. | Expended<br>During Year<br>1924-25. | Balances<br>Unexpended<br>January 31,<br>1925. |
|--|------------------------------|---|-------------------------------------|--|
| Bridges, repairs, etc.....                       | \$2,245 40                   | \$113,245 40  | \$99,796 62                         | \$13,448 78                                    |
| Beacon Street Bridge, rebuilding.....            | 66,237 77                    | 54,238 28   | 20,599 88                           | 33,638 40                                      |
| Chelsea Bridge South.....                        | 34,840 24                    | 184,840 24  | 144,013 27                          | 40,826 97                                      |
| Cambridge Street Bridge, rebuilding.....         | 33,420 05                    | 33,420 05   | 16,525 13                           | 16,894 92                                      |
| Congress Street Plans, etc.....                  | 24,845 97                    | 24,845 97   | 999 06                              | 23,846 91                                      |
| Dartmouth Street Bridge.....                     |                              | 145,000 00  | 35,822 37                           | 109,177 63                                     |
| Dover Street Bridge <sup>1</sup> .....           | 80 17                        |   |                                     |  |
| Hyde Park Avenue Bridge <sup>2</sup> .....       | 515 98                       |   |                                     |  |
| Sea wall, etc., Roxbury Canal <sup>3</sup> ..... | 10,927 06                    |   |                                     |  |
| Old Harbor Improvements <sup>4</sup> .....       | 6,479 22                     | 1 92  | 1 92                                |  |
| Totals.....                                      | \$179,591 86                 | \$555,591 86  | \$317,758 25                        | \$237,833 61                                   |

<sup>1</sup> \$80.17 transferred to East Boston Ferry, Improvements.<sup>2</sup> \$515.98 transferred to East Boston Ferry, Improvements.<sup>3</sup> \$10,927.06 transferred to East Boston Ferry, Improvements.<sup>4</sup> \$6,477.30 transferred to East Boston Ferry, Improvements.

## BOSTON BRIDGES.

|      |  |            |
|------|--|------------|
| I.   | Number wholly maintained by Boston:  |            |
|      | In charge of Bridge and Ferry Division . . . . .   | 65         |
|      | In charge of Bridge and Ferry Division and<br>Park and Recreation Department . . . . .   | 2          |
|      | In charge of Park and Recreation Depart-<br>ment . . . . .                               | 18         |
|      |  | — 85       |
| II.  | Number of which Boston maintains the part<br>within its limits:                          |            |
|      | In charge of Bridge and Ferry Division . . . . .   | 6          |
|      | In charge of Park and Recreation Depart-<br>ment . . . . .                               | 5          |
|      |  | — 11       |
| III. | Number of which Boston pays a part of the<br>cost of maintenance:                        |            |
|      | In charge of Bridge and Ferry Division . . . . .   | 8          |
|      | In charge of Commissioners for Boston and<br>Cambridge Bridges . . . . .                 | 6          |
|      | In charge of Commissioners for Granite<br>Avenue Bridge . . . . .                        | 1          |
|      |  | — 15       |
| IV.  | Number of which Boston maintains the whole<br>or a part of the wearing surface . . . . . | 33         |
| V.   | Number maintained by Metropolitan District<br>Commission . . . . .                       | 6          |
| VI.  | Number maintained by railroad corporations:  |            |
|      | 1. Boston & Albany Railroad . . . . .  | 4          |
|      | 2. Boston & Maine and Boston & Albany<br>Railroads . . . . .                             | 1          |
|      | 3. Boston & Maine Railroad, Eastern Di-<br>vision . . . . .                              | 1          |
|      | 4. Boston, Revere Beach & Lynn Rail-<br>road . . . . .                                   | 1          |
|      | 5. New York, New Haven & Hartford<br>Railroad, Midland Division . . . . .                | 13         |
|      | 6. New York, New Haven & Hartford<br>Railroad, Old Colony Division . . . . .             | 4          |
|      | 7. New York, New Haven & Hartford<br>Railroad, Providence Division . . . . .             | 16         |
|      |  | — 40       |
| VII. | Number maintained by the United States<br>Government . . . . .                           | 1          |
|      | Total number . . . . .   | <u>191</u> |

## Bridge Openings.

| BRIDGE.                | STEAMERS. |        |        | SAILING VESSELS. |        |        | TUGS.  |        |        | BARGES. |        |        | ALL OTHERS. |        |        | TOTAL NUMBER OF VESSELS. |        |        | Total Number of Carriages. | Total Number of Openings. |        |
|------------------------|-----------|--------|--------|------------------|--------|--------|--------|--------|--------|---------|--------|--------|-------------|--------|--------|--------------------------|--------|--------|----------------------------|---------------------------|--------|
|                        | Day.      |        | Night. | Day.             |        | Night. | Day.   |        | Night. | Day.    |        | Night. | Day.        |        | Night. | Day.                     |        | Night. |                            |                           | Total. |
|                        | Day.      | Night. |        | Day.             | Night. |        | Day.   | Night. |        | Day.    | Night. |        | Day.        | Night. |        | Day.                     | Night. |        |                            |                           |        |
| Broadway.....          | 33        | 16     | 49     | 70               | 2      | 72     | 1,662  | 43     | 1,705  | 528     | 19     | 547    | 579         | 2      | 581    | 2,872                    | 82     | 2,954  | 611                        | 1,295                     |        |
| Charlestown.....       | 18        | 29     | 47     | 53               | 4      | 57     | 2,530  | 127    | 2,657  | 532     | 127    | 659    | 2,018       | 749    | 2,767  | 5,151                    | 1,439  | 6,590  | 1,681                      | 1,964                     |        |
| Chelsea North.....     | 1,077     | 56     | 1,133  | 67               | 1      | 68     | 9,511  | 1,181  | 10,692 | 1,489   | 116    | 1,605  | 2,164       | 1,086  | 3,250  | 14,308                   | 2,440  | 16,748 | 2,442                      | 6,127                     |        |
| Chelsea South.....     | 24        | 6      | 30     | 79               | 2      | 81     | 5,477  | 348    | 5,825  | 129     | 8      | 137    | 2,940       | 222    | 3,162  | 8,649                    | 586    | 9,235  | 1,939                      | 3,122                     |        |
| Chelsea Street.....    | 70        | 40     | 110    | .....            | .....  | .....  | 1,646  | 447    | 2,093  | 348     | 51     | 399    | 954         | 96     | 1,050  | 2,998                    | 634    | 3,632  | 730                        | 1,820                     |        |
| Congress Street.....   | 141       | 34     | 175    | 79               | 3      | 82     | 2,646  | 252    | 2,898  | 604     | 32     | 636    | 806         | 66     | 872    | 4,276                    | 387    | 4,663  | 853                        | 2,510                     |        |
| Dorchester Avenue..... | 55        | 6      | 61     | 72               | 3      | 75     | 1,639  | 81     | 1,720  | 506     | 35     | 541    | 575         | 32     | 607    | 2,847                    | 157    | 3,004  | 606                        | 1,589                     |        |
| Dover Street.....      | 2         | 1      | 3      | 71               | 4      | 75     | 1,607  | 89     | 1,696  | 510     | 41     | 551    | 618         | 30     | 648    | 2,808                    | 165    | 2,973  | 614                        | 1,415                     |        |
| L Street *.....        | 23        | 7      | 30     | 47               | 3      | 50     | 2,202  | 36     | 2,238  | 294     | 16     | 310    | 1,403       | 59     | 1,465  | 3,969                    | 121    | 4,090  | 648                        | 2,596                     |        |
| Malden.....            | 58        | 34     | 92     | 17               | 6      | 23     | 1,068  | 63     | 1,131  | 273     | 63     | 336    | 295         | 21     | 316    | 1,711                    | 171    | 1,882  | 361                        | 1,181                     |        |
| Meridian Street.....   | 935       | 487    | 1,422  | 62               | 11     | 72     | 6,553  | 1,365  | 7,918  | 994     | 298    | 1,292  | 3,267       | 444    | 3,711  | 11,813                   | 2,605  | 14,418 | 1,769                      | 7,911                     |        |
| Northern Avenue.....   | 855       | 551    | 1,406  | 82               | 1      | 83     | 4,729  | 599    | 5,328  | 824     | 433    | 1,257  | 2,254       | 214    | 2,468  | 8,744                    | 1,798  | 10,542 | 2,338                      | 4,861                     |        |
| Summer Street.....     | 118       | 14     | 132    | 77               | 2      | 79     | 2,618  | 296    | 2,914  | 599     | 99     | 698    | 822         | 57     | 879    | 4,234                    | 468    | 4,702  | 797                        | 2,625                     |        |
| Warren.....            | 124       | 198    | 322    | 52               | 3      | 55     | 2,441  | 503    | 2,944  | 975     | 96     | 1,071  | 1,365       | 627    | 1,992  | 4,957                    | 1,427  | 6,384  | 1,528                      | 3,225                     |        |
| Totals.....            | 3,533     | 1,479  | 5,012  | 828              | 45     | 873    | 46,329 | 5,430  | 51,758 | 8,605   | 1,434  | 10,039 | 20,060      | 3,705  | 23,765 | 79,337                   | 12,480 | 91,817 | 16,917                     | 42,241                    |        |

\* Now Summer street over Reserved channel.

## GRANITE AVENUE BRIDGE.\*

Granite Avenue Bridge is under the jurisdiction of a commission composed of the Mayor of the City of Boston and the chairman of the Board of Selectmen of the town of Milton.

The replacement of broken and bent angles in the lateral bracing system and other minor repairs were done this year.

Following is the financial statement:

|                                 |                   |
|---------------------------------|-------------------|
| Drawtenders' salaries . . . . . | \$2,313 50        |
| Fuel . . . . .                  | 31 50             |
| Light . . . . .                 | 20 19             |
| Office supplies . . . . .       | 17 65             |
| Material . . . . .              | 24 58             |
| Repairs . . . . .               | 185 06            |
| Supplies . . . . .              | 3 75              |
|                                 | <hr/>             |
|                                 | <u>\$2,596 23</u> |

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\* Maintained jointly by County of Suffolk and town of Milton.

## Granite Avenue Bridge Openings from February 1, 1924, to January 31, 1925.

| MONTHS.        | STEAMERS. |        |        | SAILING VESSELS. |        |        | TUGS. |        |        | BARGES. |        |        | ALL OTHERS. |        |        | TOTAL NUMBER OF VESSELS. |        |        | Total Number of Cargoes. | Total Number of Openings. |     |
|----------------|-----------|--------|--------|------------------|--------|--------|-------|--------|--------|---------|--------|--------|-------------|--------|--------|--------------------------|--------|--------|--------------------------|---------------------------|-----|
|                | Day.      | Night. | Total. | Day.             | Night. | Total. | Day.  | Night. | Total. | Day.    | Night. | Total. | Day.        | Night. | Total. | Day.                     | Night. | Total. |                          |                           |     |
|                |           |        |        |                  |        |        |       |        |        |         |        |        |             |        |        |                          |        |        |                          |                           |     |
| February.....  |           |        |        |                  |        |        | 10    |        |        |         | 4      |        |             | 2      |        |                          | 16     |        |                          | 2                         | 14  |
| March.....     |           |        |        |                  |        |        |       |        |        |         |        |        | 2           |        | 2      |                          |        |        |                          |                           | 2   |
| April.....     | 1         |        | 1      |                  |        |        | 20    |        |        |         | 8      |        | 3           |        | 3      |                          | 24     |        | 4                        |                           | 17  |
| May.....       |           |        |        |                  |        |        | 12    |        |        |         | 4      |        | 7           |        | 2      |                          | 19     |        | 2                        |                           | 16  |
| June.....      | 2         | 1      | 3      |                  |        |        | 46    |        |        |         | 13     |        | 13          |        | 4      |                          | 74     |        | 5                        |                           | 50  |
| July.....      | 1         | 1      | 2      | 1                | 2      | 3      | 88    | 16     |        |         | 5      |        | 80          |        | 34     |                          | 170    |        | 63                       |                           | 129 |
| August.....    | 1         |        | 1      | 1                | 1      | 2      | 58    | 2      |        |         | 12     |        | 43          |        | 13     |                          | 112    |        | 18                       |                           | 83  |
| September..... |           |        |        |                  |        | 1      |       |        |        |         | 7      |        | 25          |        | 10     |                          | 47     |        | 10                       |                           | 41  |
| October.....   |           |        |        |                  |        |        | 20    |        |        |         | 9      |        | 13          |        | 1      |                          | 42     |        | 1                        |                           | 30  |
| November.....  |           |        |        |                  |        |        | 14    |        |        |         | 7      |        |             |        |        |                          | 21     |        | 21                       |                           | 13  |
| December.....  |           |        |        |                  |        |        | 16    |        |        |         | 9      |        |             |        |        |                          | 25     |        | 25                       |                           | 14  |
| January.....   |           |        |        |                  |        |        | 8     |        |        |         | 3      |        |             |        |        |                          | 11     |        | 11                       |                           | 6   |
| Totals.....    | 5         | 2      | 7      | 3                | 3      | 6      | 306   | 18     | 324    | 81      |        | 81     | 188         | 64     | 252    | 562                      | 98     | 660    | 94                       | 415                       |     |

## FERRY SERVICE.

FINANCIAL STATEMENT FOR THE YEAR ENDING JANUARY 31,  
1925.

## 1. Receipts.

|   |                    |
|---|--------------------|
| Total cash receipts during the year . . . . .           | \$81,161 71        |
| Cash in hands of tollmen at beginning of year . . . . . | 200 00             |
|   | <hr/>              |
|   | \$81,361 71        |
|   | <hr/>              |
| Cash paid over to City Collector . . . . .              | \$81,161 71        |
| Cash in hands of tollmen, January 31, 1925 . . . . .    | 200 00             |
|   | <hr/>              |
|   | <u>\$81,361 71</u> |

## 2. Appropriations and Expenditures.

|   |                     |
|---|---------------------|
| Received from annual appropriation for Ferry Service . . . . .              | \$521,688 80        |
| Transferred from Sanitary Service . . . . .                                 | 7,865 71            |
|   | <hr/>               |
|   | \$529,554 51        |
| Transferred to ferry improvements . . . . .                                 | 6,027 05            |
|   | <hr/>               |
|   | \$523,527 46        |
| Unexpended balances from special appropriations, February 1, 1925 . . . . . | \$113,072 86        |
| Appropriation for East Boston Ferry improvements, etc. . . . .              | 275,000 00          |
| Appropriation for ferry improvements, etc. . . . .                          | 60,000 00           |
| Transferred from Bridge Service . . . . .                                   | 2,857 00            |
| Transferred from Ferry Service . . . . .                                    | 6,027 05            |
| Transferred from bridges, repairs, etc. . . . .                             | 9,000 00            |
| Transferred from Sanitary Service, . . . . .                                | 6,721 13            |
| Transferred from Roxbury sea wall, etc., . . . . .                          | 10,927 06           |
| Transferred from Old Harbor improvements . . . . .                          | 6,477 30            |
| Transferred from Hyde Park Avenue Bridge . . . . .                          | 515 98              |
|   | <hr/>               |
| <i>Carried forward</i> . . . . .  | <u>\$490,598 38</u> |
|   | <u>\$523,527 46</u> |

|   |              |                     |
|---|--------------|---------------------|
| <i>Brought forward</i>  | \$490,598 38 | \$523,527 46        |
| Transferred from Dover Street Bridge                            | 80 17        |                     |
| Transferred from Beacon Street                                  | 1,999 49     |                     |
|   |              | <u>492,678 04</u>   |
| Total appropriations, transfers and balances carried over       |              | \$1,016,205 50      |
| Total expenditures  |              | <u>798,529 14</u>   |
|   |              | <u>\$217,676 36</u> |
| Unexpended balances of special appropriations, January 31, 1925 |              | <u>\$217,676 36</u> |

### 3. Result of Operations for the Year.

|  |                      |
|--|----------------------|
| Receipts for the year (net income)             | \$81,161 71          |
| Ordinary expenses (maintenance appropriations) | \$523,527 46         |
| Interest paid on ferry debt                    | 41,710 00            |
| Depreciation on ferryboats                     | 57,315 17            |
| Decrease in value of machinery and tools       | 162 41               |
| Decrease in value of fuel on hand              | 2,729 93             |
| Decrease in value of supplies on hand          | 278 96               |
| Net outgo for the year                         | <u>625,724 03</u>    |
| Net loss for the year                          | <u>*\$544,562 32</u> |

\* Does not include expenditures for special appropriations.

## 4. Balance Sheet.

End of Fiscal Year, January 31, 1925.

| ASSETS.  |                 | LIABILITIES.                                       |
|--|-----------------|--|
| AVAILABLE ASSETS:                                      |                 | CURRENT LIABILITIES:                               |
| Cash on hands of tollmen at close of year . . . . .    | \$200 00        | None.  |
| Inventory of supplies, viz.:                           |                 |  |
| Fuel . . . . .   | \$12,438 68     |  |
| Supplies for maintenance . . . . .                     | 7,649 54        |  |
| Rents receivable . . . . .                             | 20,088 22       |  |
| Total available assets . . . . .                       | 489 21          |  |
| CONTINGENT ASSETS:                                     |                 | CONTINGENT LIABILITIES:                            |
| City Treasury . . . . .                                | \$20,777 43     | Appropriations account . . . . .                   |
| FIXED ASSETS:  |                 |  |
| Real estate, land and buildings <sup>1</sup> . . . . . | 217,676 36      |  |
| Ferryboats <sup>2</sup> . . . . .                      | 2 610,100 00    | Capital of the city invested in the ferries, viz.: |
| Machinery, tools, etc. . . . .                         | 857,439 71      | Total expenditures of all kinds for sixty-         |
| Total tangible assets . . . . .                        | 4,163 58        | seven years, including interest on ferry           |
| Deficiency or loss by operation and maintenance        | \$1,710,157 08  | debt . . . . . \$18,822,417 97                     |
| of the ferries for sixty-seven years to date . . . . . | 9,282,426 39    | Less total receipts . . . . . 8,047,510 86         |
|  | \$10,992,583 47 |  |

\$217,676 36

10,774,907 11

\$10,992,583 47

<sup>1</sup> Original purchase . . . . . \$276,375 00

New buildings, drops, slips, cost to 1913, . . . . . 607,523 64

Land, Lincoln's Wharf, cost, 1887 . . . . . 5,562 52

Land, Battery Wharf, cost, 1893 . . . . . 10,000 00

\$899,461 16

New drops, South Ferry, cost to February 1, 1925 . . . . . 330,000 00

\$1,229,461 16

<sup>2</sup> Assessors' figures.<sup>2</sup> Total cost to date, per ferry books . . . . . \$1,642,202 91

Less boats sold, depreciation or destroyed . . . . . 784,763 20

\$857,439 71

## Comparative Balance Sheets at the Close of Each Year.

|  | January 31,<br>1921.  | January 31,<br>1922.  | January 31,<br>1923.  | January 31,<br>1924.   | January 31,<br>1925.   |
|--|-----------------------|-----------------------|-----------------------|------------------------|------------------------|
| <i>Assets.</i>   |                       |                       |                       |                        |                        |
| Cash, balance on hand.....   |                       |                       |                       |                        |                        |
| Cash, tollmen's capital.....   | \$200 00              | \$200 00              | \$200 00              | \$200 00               | \$200 00               |
| Rents receivable.....  | 146 20                | 187 85                | 251 37                | 392 35                 | 489 21                 |
| Fuel and supplies in stock.....  | 35,852 94             | 27,308 70             | 25,831 83             | 23,097 11              | 20,088 22              |
| City Treasurer (balance of appropriation).....                           | 947,082 35            | 263,531 73            | 255,944 84            | 113,072 86             | 217,676 36             |
| Ferryboats (less depreciation).....                                      | 379,450 27            | 1,024,067 76          | 972,070 25            | 914,754 98             | 857,439 71             |
| Machinery and tools.....   | 2,227 90              | 2,005 11              | 1,804 60              | 1,624 14               | 4,163 58               |
| Real estate, land and buildings (assessors' valuation).....              | 610,100 00            | 610,100 00            | 610,100 00            | 610,100 00             | 610,100 00             |
| Total tangible assets.....   | \$1,975,059 66        | \$1,927,401 15        | \$1,866,202 89        | \$1,663,241 44         | \$1,710,157 08         |
| Cost of avenues, etc., East Boston (previous to 1870) <sup>1</sup> ..... | 315,815 68            | 315,815 68            | 315,815 68            | 315,815 68             | 315,815 68             |
| Deficiency of assets (loss).....   | 6,395,570 42          | 6,865,402 36          | 7,393,091 23          | 8,149,845 42           | 8,966,610 71           |
| Totals.....  | <u>\$8,686,445 76</u> | <u>\$9,108,619 19</u> | <u>\$9,575,109 80</u> | <u>\$10,128,902 54</u> | <u>\$10,992,583 47</u> |
| <i>Liabilities.</i>  |                       |                       |                       |                        |                        |
| Capital invested by City of Boston to date.....                          | \$7,739,363 41        | \$8,845,087 46        | \$9,319,164 96        | \$10,015,829 68        | \$10,774,907 11        |
| Appropriations account (credit balances).....                            | 947,082 35            | 263,531 73            | 255,944 84            | 113,072 86             | 217,676 36             |
| Total liabilities.....   | <u>\$8,686,445 76</u> | <u>\$9,108,619 19</u> | <u>\$9,575,109 80</u> | <u>\$10,128,902 54</u> | <u>\$10,992,583 47</u> |

## Details of Capital Invested by the City of Boston.

|  |                        |                        |                        |                        |                        |
|--|------------------------|------------------------|------------------------|------------------------|------------------------|
| Total expenditures to date per ferry books.....                        | \$15,113,454 44        | \$16,309,053 08        | \$16,865,009 88        | \$17,658,444 98        | \$18,501,559 12        |
| Interest of debt for the year (per City Auditor's reports).....        | 15,211 67              | 29,795 00              | 49,585 00              | 44,585 00              | 41,710 00              |
| Interest previous years, etc. (net debits, per City Auditor's reports) | 279,148 85             | 279,148 85             | 279,148 85             | 279,148 85             | 279,148 85             |
| Total expenditures.....  | <u>\$15,407,814 96</u> | <u>\$16,617,996 93</u> | <u>\$17,193,743 73</u> | <u>\$17,982,178 83</u> | <u>\$18,822,417 97</u> |
| Deduct total receipts paid to City Collector.....                      | 7,668,451 55           | 7,772,909 47           | 7,874,578 77           | 7,966,349 15           | 8,047,510 86           |
| Excess expenditures, capital.....                                      | <u>\$7,739,363 41</u>  | <u>\$8,845,087 46</u>  | <u>\$9,319,164 96</u>  | <u>\$10,015,829 68</u> | <u>\$10,774,907 11</u> |

<sup>1</sup> Included in deficiency of assets in Table 4.

Comparison of Receipts, Appropriations and Expenditures.

|   | 1920-21.    | 1921-22.     | 1921-22.<br>Special<br>Account. | 1922-23.     | 1923-24.    | 1924-25.    |
|---|-------------|--------------|---------------------------------|--------------|-------------|-------------|
| <b>RECEIPTS.</b>                            |             |              |                                 |              |             |             |
| From foot passengers (tollmen).....         | \$37,926 79 | \$41,876 31  | .....                           | \$35,221 49  | \$31,059 13 | \$27,347 91 |
| " foot passes (office sales).....           | 423 80      | 282 20       | .....                           | 249 20       | 254 40      | 280 20      |
| " extra passengers on teams (gatenmen)..... | 1,546 34    | 1,740 60     | .....                           | 1,639 04     | 1,212 80    | 1,525 94    |
| " team tickets (office sales).....          | 2,519 50    | 1,892 50     | .....                           | 1,723 00     | 1,621 50    | 1,947 00    |
| " strip team tickets (tollmen).....         | 17,151 00   | 16,147 00    | .....                           | 17,766 50    | 15,442 00   | 13,204 50   |
| " cash fares for teams (gatenmen).....      | 30,518 14   | 37,735 60    | .....                           | 44,007 10    | 41,072 74   | 35,796 62   |
| " free ferries July 4.....                  | 1 00        | 1 00         | .....                           | 1 00         | 1 00        | 1 00        |
| Total from rates.....                       | \$90,086 37 | \$99,675 21  | .....                           | \$100,607 33 | \$90,663 57 | \$80,103 17 |
| From rents.....                             | 553 27      | 547 35       | .....                           | 495 98       | 398 02      | 417 16      |
| " old material sold.....                    | 280 78      | 116 86       | .....                           | .....        | 122 03      | 64 68       |
| " other sources.....                        | 1,230 88    | \$4,118 50   | .....                           | 565 99       | 586 76      | 576 70      |
| Total ordinary receipts.....                | \$92,151 50 | \$104,457 92 | .....                           | \$101,669 30 | \$91,770 38 | \$81,161 71 |
| <b>EXPENDITURES (ORDINARY).</b>             |             |              |                                 |              |             |             |
| Office:                                     |             |              |                                 |              |             |             |
| Division engineer's salary (part)†.....     | \$1,250 00  | \$1,250 00   | .....                           | \$1,250 00   | \$1,250 00  | \$1,250 00  |
| General foreman and cashier†.....           | 4,700 38    | 4,786 00     | \$65 75                         | 4,800 00     | 4,968 59    | 5,013 70    |
| Clerk.....                                  | 1,670 85    | 1,123 36     | 16 43                           | 1,200 00     | 1,284 29    | 1,386 59    |
| Retired veterans' pensions.....             | 5,257 47    | 5,442 26     | 536 67                          | 6,165 56     | 7,449 09    | 7,633 27    |

\* Includes \$2,500 received from sale of ferryboat, "General Hancock" and \$4,000 from sale of ferryboat "D. D. Kelly."

† Remainder paid by Bridge Service.

‡ Included in employees (wages) after February 1, 1916, in office books.

## Comparison of Receipts, and Appropriations and Expenditures.—Concluded.

|                                      | 1920-21.     | 1921-22.     | 1921-22.<br>Special<br>Account. | 1922-23.     | 1923-24.     | 1924-25.     |
|--------------------------------------|--------------|--------------|---------------------------------|--------------|--------------|--------------|
| Retired employees' pensions.....     | 2,345 64     | 2,160 00     | 180 00                          | 2,258 00     | 3,240 00     | 2,921 00     |
| Medical inspector (part).....        | 83 33        | 83 33        | .....                           | 83 34        | 83 34        | 83 33        |
| Stationery.....                      | 198 99       | 271 09       | 28 92                           | 173 70       | 160 54       | 43 04        |
| Printing.....                        | 1,653 24     | 1,713 44     | 229 80                          | 1,661 81     | 1,178 60     | 986 60       |
| Telephones.....                      | 279 32       | 284 40       | 48 52                           | 278 60       | 246 17       | 249 52       |
| Advertising.....                     | 60 15        | 104 45       | 12 10                           | 98 55        | 33 00        | 38 50        |
| Car fares.....                       | 87 15        | 90 75        | 16 70                           | 91 75        | 97 35        | 88 17        |
| Postage.....                         | 4 00         | 4 00         | 2 00                            | 5 26         | 8 00         | 4 00         |
| Premiums, surety companies.....      | 83 00        | 85 00        | 85 00                           | 7 15         | 85 00        | 85 00        |
| Total office expense.....            | \$17,075 52  | \$17,398 68  | \$1,221 80                      | \$18,073 72  | \$20,083 97  | \$19,852 72  |
| Ferryboats and landings:             |              |              |                                 |              |              |              |
| Employees (wages)\$.....             | \$278,218 04 | \$287,056 64 | \$3,636 28                      | \$292,612 87 | \$291,878 59 | \$315,339 26 |
| Fuel.....                            | 130,594 17   | 84,725 66    | .....                           | 89,882 09    | 92,904 36    | 75,278 43    |
| Teaming, weighing coal, etc.....     | 3,937 52     | 3,538 17     | 890 61                          | 2,703 87     | 2,986 03     | 3,296 97     |
| Supplies.....                        | 9,992 80     | 11,480 09    | 1,525 03                        | 13,066 28    | 15,567 00    | 22,490 54    |
| Gas.....                             | 2,466 80     | 1,301 87     | 110 43                          | 1,005 89     | 1,007 43     | 752 33       |
| Oil.....                             | 2,313 66     | 2,450 00     | 376 03                          | 2,230 73     | 1,769 82     | 2,543 80     |
| Electric light.....                  | 3,127 83     | 3,171 49     | 638 97                          | 3,790 49     | 4,154 60     | 4,973 19     |
| Towing teams by electric motors..... | 352 96       | 266 65       | 49 58                           | 120 31       | 166 13       | 604 57       |
| Repairs of boats.....                | 82,796 80    | 57,133 95    | 7,429 84                        | 36,479 53    | 50,977 87    | 51,230 02    |

|  |                |                |             |              |              |              |
|--|----------------|----------------|-------------|--------------|--------------|--------------|
| Repairs of buildings, piers and drops.....   | 41,607 73      | 24,599 46      | 4,590 63    | 33,817 14    | 13,908 12    | 24,814 03    |
| Furnishings.....                             | 320 26         | 302 98         | 9 50        | 678 30       | 235 50       | 256 00       |
| Other expenditures *.....                    | 1,950 45       | 3,410 71       | 1,004 42    | 2,630 48     | 3,025 36     | 2,095 58     |
| Total.....                                   | \$574,754 54   | \$496,836 35   | \$21,483 21 | \$497,091 70 | \$498,684 78 | \$523,527 46 |
| EXPENDITURES FROM SPECIAL APPROPRIATIONS.    |                |                |             |              |              |              |
| East Boston Ferry, improvements, etc.....    | 156,000 71     | 582,783 16     | .....       | 7,414 79     | 165,179 21   | 202,726 78   |
| Ferryboats, repairs, etc.....                | 24,544 32      | 2,013 25       | .....       | 172 10       | 172 10       | .....        |
| Ferryboat "Noddle Island".....               | 59,676 62      | 98,754 21      | .....       | .....        | .....        | 8,290 30     |
| Ferry improvements, etc.....                 | .....          | .....          | .....       | .....        | 79,814 01    | 63,084 60    |
| Total expenditures, regular and special..... | \$815,576 19   | \$1,180,386 97 | \$21,483 21 | \$504,678 59 | \$743,850 10 | \$798,329 14 |
| Balances in treasury unexpended.....         | 917,082 35     | 263,531 73     | .....       | 255,944 84   | 113,072 86   | 217,676 36   |
| APPROPRIATIONS.                              |                |                |             |              |              |              |
| Regular annual appropriations.....           | \$492,607 43   | \$501,856 57   | .....       | \$497,091 70 | \$498,684 78 | \$521,688 80 |
| Transfers from other sources †.....          | 82,901 97      | 3,106 95       | .....       | .....        | 22,293 34    | 1,838 66     |
| East Boston improvements, etc.....           | 1,000,000 00   | .....          | .....       | .....        | .....        | 1,295,000 00 |
| Ferryboat "Noddle Island".....               | 160,000 00     | .....          | .....       | .....        | .....        | 46,721 13    |
| Ferry improvements, etc.....                 | .....          | .....          | .....       | .....        | 81,002 23    | 77,884 05    |
| Total.....                                   | \$1,735,509 40 | \$504,963 52   | .....       | \$497,091 70 | \$601,980 35 | \$903,132 64 |

\* Includes repairs of coal carts, analysis of coal, medical attendance, report of coal expert, photographs, expressage, expert's services, derrick hire, gas for heating purposes and caps for officers.

† Part of appropriations for Bridge and Ferry Division applied to "Ferry Services" and transfers from other appropriations.

‡ Transferred from other appropriations, \$22,293.34.

1 Appropriation from taxes, \$50,000. Transferred from ferryboats, repairs, etc., \$1,002.23. Transferred from other appropriations, \$30,000.

2 Appropriation from loan inside debt limits, \$275,000. Transferred from other appropriations, \$20,000.

3 Transferred from other appropriations, \$6,721.13.

4 Appropriation from taxes, \$60,000. Transferred from other appropriations, \$17,884.05.

**Total Expenditures Upon Ferries Since 1858-59.**

|   |                        |
|---|------------------------|
| Expenditures for avenues, paving, interest, etc.,<br>previous to the purchase of the ferries by the<br>City . . . . . | \$444,101 30           |
| Purchase of the ferries April, 1870 . . . . .   | 276,375 00             |
| Expenditures for ferryboats since April, 1870 . . . . .   | 1,642,202 91           |
| Expenditures for new buildings, piers, drops, etc., . . . . .   | 607,523 64             |
| Expenditures for tools and fixtures (prior to<br>1910) . . . . .  | 14,752 46              |
| Expenditures for land from Lincoln's Wharf in<br>1887 . . . . .   | 5,562 52               |
| Expenditures for land from Battery Wharf in<br>1893 . . . . .   | 10,000 00              |
| <hr/>   |                        |
| Total expenditures on capital account . . . . .   | \$3,000,517 83         |
| Expenditures for repairs of all kinds . . . . .   | 2,420,706 58           |
| Expenditures for fuel . . . . .   | 2,466,506 91           |
| Expenditures for salaries and wages . . . . .   | 8,458,845 52           |
| Expenditures for all other sources . . . . .  | 2,475,841 13           |
| <hr/>   |                        |
|   | <u>\$18,822,417 97</u> |

**Total Receipts from Ferries 1858-59.**

|  |                       |
|--|-----------------------|
| Receipts from rents, etc., previous to purchase of<br>ferries . . . . .    | \$29,588 56           |
| Receipts from ferry tolls since purchase of<br>ferries . . . . .           | 7,733,434 55          |
| Receipts from rents since purchase of ferries . . . . .                    | 70,291 20             |
| Receipts from sale of ferryboats . . . . .                                 | 152,567 44            |
| Receipts from all other sources, per ferry books, . . . . .                | 31,094 26             |
| Receipts from all other sources, additional, per<br>City Auditor . . . . . | 30,734 85             |
| <hr/>  |                       |
| Total receipts from all sources . . . . .                                  | \$8,047,710 86        |
| Less amount with tollmen as capital . . . . .                              | 200 00                |
| <hr/>  |                       |
| Total receipts, auditor's reports . . . . .                                | <u>\$8,047,510 86</u> |

**REGULAR ANNUAL (ORDINARY) AND SPECIAL APPROPRIATIONS  
(EXTRAORDINARY) OF THE FERRY SERVICE FOR THE YEAR  
ENDING JANUARY 31, 1925.**

|  |                     |
|--|---------------------|
| Appropriations (regular) for the year ending<br>January 31, 1925 . . . . . | \$521,688 80        |
| Transferred from Sanitary Service . . . . .                                | 7,865 71            |
| <hr/>  |                     |
|  | \$529,554 51        |
| Transferred to Ferry Improvements, etc . . . . .                           | 6,027 05            |
| <hr/>  |                     |
|  | <u>\$523,527 46</u> |
| <hr/>  |                     |
| Amount of expenditures (regular) for the year . . . . .                    | <u>\$523,527 46</u> |

## SPECIAL APPROPRIATIONS.

## EAST BOSTON FERRY IMPROVEMENTS, ETC.

|  |              |
|--|--------------|
| Unexpended balance, February 1, 1924 . . . . . | \$110,315 47 |
| Loan inside debt limit . . . . .               | 275,000 00   |
| Transfers to appropriation . . . . .           | 20,000 00    |

---

\$405,315 47

|   |            |
|---|------------|
| Expenditures for year 1924-25 . . . . . | 202,726 78 |
|---|------------|

|  |                     |
|--|---------------------|
| Unexpended balance, January 31, 1925 . . . . . | <u>\$202,588 69</u> |
|--|---------------------|

## Expenditures for year made up as follows:

|   |            |
|---|------------|
| Labor, Ferry Service employees . . . . .  | \$1,481 20 |
| Labor, Bridge Service employees . . . . .                                       | 5,029 71   |
| Labor, Transit Department employees . . . . .                                   | 297 00     |
| Travel expense . . . . .  | 170 85     |
| Hardware, chain links, etc. . . . .   | 173 61     |
| Lumber . . . . .  | 52 50      |
| Analysis of paint . . . . .   | 50 00      |
| Canopy supports . . . . .   | 39 58      |
| Gates . . . . .   | 260 00     |
| Miscellaneous construction work . . . . .                                       | 1,694 45   |
| Labor and materials and plant constructing pile fender at South Ferry . . . . . | 995 74     |

|  |              |
|--|--------------|
| Amount paid to J. Edward Ogden, Inc., under contract for two sets of gallow frames and accompanying machinery for South Ferry, . . . . . | \$236,912 00 |
| Less deduction for electric current . . . . .  | 171 95       |

---

\$236,740 05

|                                    |                  |
|------------------------------------|------------------|
| Less amount paid in 1923 . . . . . | 129,909 50       |
|                                    | <hr/> 106,830 55 |

|  |             |
|--|-------------|
| Amount paid to W. H. Ellis & Son Company, under contract for ferry bridges, South Ferry, East Boston, cost of work . . . . . | \$20,046 92 |
| Less amount paid in 1923 . . . . .   | 16,641 04   |

---

3,405 88

|   |             |
|---|-------------|
| Amount paid to Rendle Stoddard Construction Company, under contract for foundations for ferry bridges for South Ferry (completed,) cost of work to date . . . . . | \$30,856 98 |
| Less 7½ per cent retained . . . . .   | 2,314 27    |

---

28,542 71

|  |             |
|--|-------------|
| Amount paid to J. Edward Ogden, Inc., under contract for two electrical operating bridges with gallow frames and accompanying machinery (unfinished), cost of work to date . . . . . | \$63,180 00 |
| Less 15 per cent retained . . . . .  | 9,477 00    |

---

53,703 00

---

\$202,726 78

## FERRYBOAT "NODDLE ISLAND."

|   |            |
|---|------------|
| Unexpended balance February 1, 1924 . . . . . | \$1,569 17 |
| Transferred from Sanitary Service . . . . .   | 6,721 13   |

|   |                   |
|---|-------------------|
| Expenditures for year 1924-25 . . . . . | <u>\$8,290 30</u> |
|---|-------------------|

---

\$8,290 30

## Expenditures for year as follows:

|  |                 |                   |
|--|-----------------|-------------------|
| Final payment to Richard T. Green Company on contract                            | \$1,290 30      |                   |
| Execution of court in favor of Richard T. Green Company, on account of contract, | <u>7,000 00</u> | <u>\$8,290 30</u> |

## FERRY IMPROVEMENTS, ETC.

|                                       |                  |
|---------------------------------------|------------------|
| Unexpended balance, February 1, 1924  | \$1,188 22       |
| Appropriation from taxes              | 60,000 00        |
| Transferred from other appropriations | <u>17,884 05</u> |

\$79,072 27

|                               |                  |
|-------------------------------|------------------|
| Expenditures for year 1924-25 | <u>63,984 60</u> |
|-------------------------------|------------------|

|                                      |                    |
|--------------------------------------|--------------------|
| Unexpended balance, January 31, 1925 | <u>\$15,087 67</u> |
|--------------------------------------|--------------------|

## Expenditures for year made up as follows:

|   |               |
|---|---------------|
| Advertising   | \$19 30       |
| Car fares   | 62 00         |
| Photographs   | 20 00         |
| Channel gutters furnished and set   | 479 50        |
| Edgestone set, artificial stone sidewalks built, etc  | 1,818 00      |
| Repaired head of centre pier, South Ferry, Boston side  | 1,360 03      |
| Sheathing torn off and piles driven, South pier, East Boston side   | 2,146 34      |
| Repairs to drops  | 8,163 76      |
| General repairs on drops, piers, etc  | 1,566 72      |
| Amount paid to Murray Engineering Company under contract for repairs to pontoons                                    | 2,875 00      |
| Amount paid to Atlantic Works, repairing hull of ferryboat "Lieutenant Flaherty," cost of work to date (unfinished) | \$2,540 65    |
| Less 15 per cent retained   | <u>381 10</u> |
|   | 2,159 55      |

|   |                 |
|---|-----------------|
| Amount paid to Rendle Stoddard Construction Company, under contract, rebuilding middle pier, etc., cost of work to date (completed) | \$32,656 13     |
| Less 7½ per cent retained   | <u>2,449 21</u> |
|   | 30,206 92       |

|   |                 |
|---|-----------------|
| Amount paid to W. H. Ellis & Son Company, under contract for rebuilding piers at North Ferry (unfinished), cost of work to date | \$15,420 57     |
| Less 15 per cent retained   | <u>2,313 09</u> |
|   | 13,107 48       |

\$63,984 60

## RECEIPTS AT EACH FERRY.

*North Ferry.*

| FROM TOLLMEN.         | Foot<br>Passengers. | From<br>Tickets.  | Totals.            |
|-----------------------|---------------------|-------------------|--------------------|
| Boston side.....      | \$9,016 97          | \$4,335 50        | \$13,352 47        |
| East Boston side..... | 8,640 28            | 4,714 00          | 13,354 28          |
| Totals.....           | <u>\$17,657 25</u>  | <u>\$9,049 50</u> | <u>\$26,706 75</u> |

|  |           |                    |
|--|-----------|--------------------|
| From tollmen . . . . .                     |           | \$26,706 75        |
| From gatemen:                              |           |                    |
| 56,789 foot passengers at 1 cent . . . . . | \$567 89  |                    |
| Cash fares for teams . . . . .             | 25,367 73 |                    |
|  |           | <u>25,935 62</u>   |
| Total at North Ferry . . . . .             |           | <u>\$52,642 37</u> |

*South Ferry.*

| FROM TOLLMEN.         | Foot<br>Passengers. | From<br>Tickets. | Totals.     |
|-----------------------|---------------------|------------------|-------------|
| Boston side.....      | \$5,114 86          | \$2,692 00       | \$7,806 86  |
| East Boston side..... | 4,575 80            | 2,063 00         | 6,638 80    |
| Totals.....           | \$9,690 66          | \$4,755 00       | \$14,445 66 |

|  |           |                    |
|--|-----------|--------------------|
| From tollmen . . . . .                     |           | \$14,445 66        |
| From gatemen:                              |           |                    |
| 29,609 foot passengers at 1 cent . . . . . | \$296 09  |                    |
| Cash fares for teams . . . . .             | 10,490 85 |                    |
|  |           | <u>10,786 94</u>   |
| Total at South Ferry . . . . .             |           | <u>\$25,232 60</u> |

|   |             |
|---|-------------|
| North and South Ferries . . . . .                       | \$77,874 97 |
| Tickets paid for at ferry office . . . . .              | 2,227 20    |
| Received in lieu of free ferries July 4, 1924 . . . . . | 1 00        |

|   |                    |
|---|--------------------|
| Total from rates . . . . .                | \$80,103 17        |
| Rents for the year . . . . .              | 417 16             |
| Headhouse privileges . . . . .            | 400 00             |
| Care of public telephone booths . . . . . | 48 00              |
| Commission on public telephones . . . . . | 128 70             |
| Old material sold . . . . .               | 64 68              |
| Total receipts for year . . . . .         | <u>\$81,161 71</u> |

TRAVEL ON THE FERRIES FROM FEBRUARY 1, 1924, TO JANUARY  
31, 1925, INCLUSIVE.

|  | North Ferry      | South Ferry      |
|--|------------------|------------------|
| Foot passengers at 1 cent each . . . . . | 1,822,514        | 998,675          |
| Foot passengers by ticket . . . . .      | 20,923           | 2,205            |
| Foot passengers free . . . . .           | —                | 1,584            |
| Total foot passengers . . . . .          | <u>1,843,437</u> | <u>1,002,464</u> |

|   |                |                |
|---|----------------|----------------|
| One-horse teams, light motor trucks,<br>pleasure carriages and runabouts, | 282,189        | 132,571        |
| Two-horse pleasure carriages, hacks<br>and touring cars . . . . .         | 260,331        | 78,666         |
| Two-horse teams and motor trucks,   | 194,903        | 81,554         |
| Three-horse teams and heavy motor<br>trucks . . . . .                     | 421            | 815            |
| Four-horse teams . . . . .  | 1,318          | 1,067          |
| Handcarts, etc. . . . .   | 2,277          | 821            |
| Drag wheels . . . . .   | 3              | 1              |
| Free teams, hacks and motor ve-<br>hicles . . . . .                       | 20,067         | 10,005         |
|   | <u>761,509</u> | <u>305,500</u> |

**Motor Vehicle Traffic (Reports of Captains).**

*February 1, 1924, to January 31, 1925.*

|                        | North Ferry.         | South Ferry.        | Total.  |
|------------------------|----------------------|---------------------|---------|
| Runabouts . . . . .    | <sup>1</sup> 93,133  | <sup>2</sup> 33,155 | 126,288 |
| Touring cars . . . . . | <sup>3</sup> 296,339 | <sup>4</sup> 86,625 | 382,964 |
| Trucks . . . . .       | <sup>5</sup> 202,938 | <sup>6</sup> 90,717 | 293,655 |
| Totals . . . . .       | 592,410              | 210,497             | 802,907 |

<sup>1</sup> Includes 1,514 free.

<sup>2</sup> Includes 787 free.

<sup>3</sup> Includes 9,130 free.

<sup>4</sup> Includes 3,387 free.

<sup>5</sup> Includes 7,029 free.

<sup>6</sup> Includes 3,270 free.

|   |                  |
|---|------------------|
| Total paying foot passengers . . . . .  | 2,844,317        |
| Total free foot passengers . . . . .    | 1,584            |
| Total foot passengers carried . . . . . | <u>2,845,901</u> |
| Total paying teams . . . . .            | 1,042,564        |
| Total free teams . . . . .              | 27,988           |
| Total teams carried . . . . .           | <u>1,070,552</u> |

TOTAL TRAVEL ON BOTH FERRIES FROM FEBRUARY 1, 1919, TO  
JANUARY 31, 1925.

|                                    | 1919-20.  | 1920-21.  | 1921-22.  | 1922-23.  | 1923-24.  | 1924-25.  |
|------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| One-horse teams *.....             | 494,372   | 437,254   | 468,831   | 502,407   | 445,839   | 406,336   |
| Two-horse teams †.....             | 330,023   | 314,109   | 309,529   | 341,257   | 314,672   | 291,710   |
| Three-horse teams.....             | 4,372     | 4,105     | 1,605     | 1,850     | 1,548     | 1,249     |
| Four-horse teams.....              | 4,542     | 3,774     | 4,311     | 6,061     | 4,816     | 2,105     |
| Two-horse carriages, hacks ‡....   | 173,821   | 226,742   | 299,791   | 368,711   | 366,846   | 338,031   |
| Two-cent tolls, handcarts, etc.... | 4,935     | 5,224     | 4,122     | 4,333     | 4,409     | 3,098     |
| Drag wheels, etc.....              | 6         | 1         | .....     | 2         | 5         | 35        |
| Paid teams at both ferries.....    | 1,012,071 | 991,209   | 1,088,189 | 1,224,621 | 1,138,135 | 1,042,564 |
| Free teams at both ferries.....    | 17,447    | 16,650    | 22,458    | 29,349    | 26,197    | 27,988    |
| Total teams at both ferries...     | 1,029,518 | 1,007,859 | 1,110,647 | 1,253,970 | 1,164,332 | 1,070,552 |
| Foot passengers paid.....          | 4,424,773 | 3,987,785 | 4,390,781 | 3,711,491 | 3,244,419 | 2,844,317 |
| Foot passengers free.....          | 4,500     | 3,305     | 4,479     | 1,865     | 1,650     | 1,584     |
| Total foot passengers.....         | 4,429,273 | 3,991,090 | 4,395,260 | 3,713,356 | 3,246,089 | 2,845,901 |

NOTE.— Team travel includes automobiles.

\* Includes one-seat automobiles.    † Includes motor trucks.    ‡ Includes two-seat automobiles.

## APPENDIX C.

REPORT OF THE DIVISION ENGINEER OF  
THE HIGHWAY DIVISION.

BOSTON, February 1, 1925.

MR. JOSEPH A. ROURKE.

*Commissioner of Public Works.*

DEAR SIR,— I submit herewith a statement of the activities and expenditures of the Paving and Lighting Services for the year ending January 31, 1925.

The maintenance expenditures of the Highway Division for the year were as follows:

|                            |                |
|----------------------------|----------------|
| Lighting Service . . . . . | \$830,726 90   |
| Paving Service . . . . .   | 1,451,541 38   |
|                            | <hr/>          |
|                            | \$2,282,268 28 |

The department forces, in addition to patching and maintaining roadways, did considerable construction work in scarifying and preparing roadways for asphalt top to be installed by the patching contractor, in building bituminous macadam roadways and in relaying granite blocks with grouted joints.

Although the past winter was comparatively free from snow, the Champion blade plows attached to 5-ton motor trucks operated by the city and by contractors made a new record in keeping the main traffic arteries in first-class condition for travel.

A portable stone crusher was installed at the Massachusetts avenue lot, where vast quantities of paving blocks are stored, and all blocks not suitable for further use were converted into commercial broken stone for use in the City Proper and in other districts as required.

Two asphalt plants, one in Dorchester and one in Brighton, operated by the department forces, have been producing hot mix for the several districts as the occasion required.

The boilers of the steam road rollers are inspected each year by the state boiler inspector and, as a result of this inspection, there are four condemned rollers in the junk pile. Three of these rollers were replaced by one Buffalo-Springfield steam roller and two Acme gasolene rollers, making our roller equipment at present two gasolene and eight steam rollers. The older rollers were overhauled and repaired and made ready for the season's work.

The rolling stock is gradually changing from horse drawn to motor driven vehicles. The present equipment includes:

One 5-ton Pierce Arrow.

One 3-ton G. M. C.

Eighteen Reo trucks.

Ten Ford trucks.

Ten Ford sedans for foremen.

One Buick Touring, for Division Engineer.

One Buick Touring, for Chief Inspector.

It is recommended that nine Reo trucks, one Ford runabout, one snow loader, one wrecking car with derrick, and one stone loader be purchased this coming year, with the intention of further motorizing the service. It is expected, with the addition of new motor trucks, the use of carts and horses, of which there are 80, will be reduced to a minimum.

Tools and equipment have been kept in good condition by renewals and replacements except the carts, both single and double, which have been repaired extensively.

#### CONSTRUCTION.

Construction work was started early in the year. Twenty-two streets were rebuilt under repair and construction contracts in which 64,000 square yards of granite blocks were recut and relaid in a cement concrete base, and 110,000 square yards of Warrenite bitulithic pavement and 12,000 square yards of reinforced concrete roadways were laid.

A departure from bituminous surfaces to concrete was made this season when about 40,000 square yards of reinforced concrete, seven inches deep, were laid on twenty-two streets under the "Highways, Making of" appropriation. Sixty-five thousand square feet of artificial stone sidewalks were laid under a contract comprising a group of sixteen streets.

A flight of concrete steps with pipe rails was constructed in Northwood street, connecting Leyden with Gladstone street, East Boston. Some of the important contracts completed are Blue Hill avenue, west side, from Canterbury street to the Neponset river, surfaced with Warrenite bitulithic on a Telford base, thus completing the two roadways to Milton. Shawmut avenue, Roxbury street to the Boston & Albany Railroad bridge was rebuilt with Warrenite bitulithic on a 6-inch concrete base and the brick walks replaced with artificial stone.

Border street, East Boston, from Sumner street to Central square, was paved with new granite blocks on a 6-inch concrete base and new artificial stone walks were laid. Grove street, from Washington street to Centre street, West Roxbury, was constructed with Warrenite bitulithic on a 6-inch concrete base.

Very truly yours,

JAMES H. SULLIVAN,  
*Division Engineer.*

## HIGHWAY DIVISION — LIGHTING SERVICE.

## FINANCIAL STATEMENT.

*Expenditures February 1, 1924, to January 31, 1925.**Electric Lighting:**Arc.*

|  |              |              |
|--|--------------|--------------|
| Edison Electric Illuminating Company . . . . . | \$438,886 80 |              |
| Charlestown Gas and Electric Company . . . . . | 24,672 13    |              |
|  | <hr/>        | \$463,558 93 |

*Incandescent.*

|   |             |           |
|---|-------------|-----------|
| Edison Electric Illuminating Company . . . . .                  | \$90,111 94 |           |
| Charlestown Gas and Electric Company . . . . .                  | 17 95       |           |
| Charlestown Gas and Electric Company fire alarm lamps . . . . . | 200 56      |           |
|   | <hr/>       | 90,330 45 |

*Gas Lighting:*

|   |              |            |
|---|--------------|------------|
| Boston Consolidated Gas Company . . . . .                       | \$236,317 99 |            |
| Charlestown Gas and Electric Company . . . . .                  | 12,663 86    |            |
| Charlestown Gas and Electric Company fire alarm lamps . . . . . | 468 64       |            |
|   | <hr/>        | 249,450 49 |

*Salaries and Wages:*

|                                       |            |          |
|---------------------------------------|------------|----------|
| Division Engineer (part of) . . . . . | \$1,250 00 |          |
| Clerk . . . . .                       | 2,105 75   |          |
| Stenographer and clerk . . . . .      | 1,486 98   |          |
| Lighting inspector . . . . .          | 1,800 00   |          |
| Pensions . . . . .                    | 181 00     |          |
|                                       | <hr/>      | 6,823 73 |

*Automobile Expense:*

|   |          |        |
|---|----------|--------|
| Gasolene, oil, etc. . . . .                 | \$168 51 |        |
| Registration . . . . .                      | 10 00    |        |
| Shoes and tubes, new and repairs, . . . . . | 41 32    |        |
| Supplies . . . . .                          | 6 56     |        |
| Repairs . . . . .                           | 51 42    |        |
| Storage . . . . .                           | 144 00   |        |
|   | <hr/>    | 421 81 |

|                                  |  |                    |
|----------------------------------|--|--------------------|
| <i>Carried forward . . . . .</i> |  | <hr/> \$810,585 41 |
|----------------------------------|--|--------------------|

*Brought forward* . . . . . \$810,585 41  
*Construction:*

Installing lamps and posts and  
 removing and relocating lamps,  
 posts, etc. . . . . 4,820 00

*Office Expenses:*

|                                      |         |        |
|--------------------------------------|---------|--------|
| Printing . . . . .                   | \$63 30 |        |
| Postage . . . . .                    | 30 00   |        |
| Stationery and periodicals . . . . . | 94 14   |        |
|                                      |         | 187 44 |

*Miscellaneous:*

|   |          |          |
|---|----------|----------|
| Travel expenses (car fares) . . . . .       | \$15 00  |          |
| Typewriter repairs and inspection . . . . . | 12 00    |          |
| Gas lamp posts . . . . .                    | 1,944 00 |          |
| Globes and shade frames . . . . .           | 28 55    |          |
| Typewriting . . . . .                       | 60 34    |          |
| Advertising . . . . .                       | 30 00    |          |
|   |          | 2,089 89 |

Installing boulevard lamps on:

|                             |            |           |
|-----------------------------|------------|-----------|
| Essex street . . . . .      | \$1,767 10 |           |
| Bowdoin street . . . . .    | 604 90     |           |
| Columbus park . . . . .     | 5,207 41   |           |
| Columbia road . . . . .     | 809 80     |           |
| Blue Hill avenue . . . . .  | 1,954 66   |           |
| Washington street . . . . . | 992 45     |           |
| Shawmut avenue . . . . .    | 2,276 85   |           |
|                             |            | 13,613 17 |

|  |                     |
|--|---------------------|
| Total . . . . .                        | \$831,295 91        |
| Less rebate on installations . . . . . | 569 01              |
| Total . . . . .                        | <u>\$830,726 90</u> |

*Revenue Credited to General Revenue.*

|   |                   |
|---|-------------------|
| Lighting Boston and Cambridge Bridges . . . . . | \$2,630 89        |
| Damage to posts . . . . .                       | 336 00            |
|   | <u>\$2,966 89</u> |

The following is a statement of the work done during the year under the supervision of the Division Engineer.

Arc lamps have been provided for skating and tobogganing during the season at Franklin Field, Franklin Park and Wood Island Park the same as in years past.

Boulevard type white way lamps have been installed in Province street, School street to Bromfield street, Essex street, Washington street to Atlantic avenue, Shawmut avenue, Tremont street to Roxbury street, Washington street, Stuart street to Hollis street, Wash-

ington street, Castle street to Dover street, Columbus Park and Strandway, Massachusetts avenue, South-ampton street to Shirley street, Bowdoin street, Quincy street to Olney street, Blue Hill avenue, Fremont street to Mattapan square. Thus throughout the city the lighting system has been increased, including the boulevard type and new magnetite arcs, by the installation of 162 lamps and 75 incandescents and 14 gas lamps at various locations. The usual amount of regulation and relocation of lamps and services made necessary by street construction, the building of sewers and other works has been conducted throughout the year.

Petitions and requests for new lamps received from citizens and from officials, also complaints in relation to the lighting service have been investigated and attended to. All streets in the underground district prescribed for the year have been inspected and the necessary changes and additions have been made.

The number of miles of streets and ways lighted by this service is as follows:

|  |               |
|--|---------------|
| Public streets and alleys . . . . .  | 615.35        |
| Public footways . . . . .  | 1.35          |
| Park roads, footways and private streets and alleys<br>approximately . . . . . | 309.10        |
|  | <u>925.80</u> |

During the year the following defects were reported by the police: Arc lamps 8,321, incandescent 3,462 and gas lamps 3,081.

There are in operation 20,519 arc, incandescent and gas lamps divided as follows: 5,737 arcs, 4,913 incandescents and 9,729 single mantle gas lamps and 140 fire alarm gas lamps.

## LAMPS INSTALLED.

|                                   |            |
|-----------------------------------|------------|
| Magnetite arc lamps . . . . .     | 167        |
| Tungsten lamps . . . . .          | 95         |
| Single mantle gas lamps . . . . . | 83         |
|                                   | <u>345</u> |

## LAMPS DISCONTINUED.

|  |            |
|--|------------|
| Magnetite arc lamps . . . . .                    | 5          |
| Tungsten lamps . . . . .                         | 54         |
| Single mantle gas lamps . . . . .                | 69         |
| Single mantle fire alarm gas lamps . . . . .     | 2          |
| Spot lights, police incandescent lamps . . . . . | 12         |
|  | <u>142</u> |
| Net increase . . . . .                           | <u>203</u> |



Lamps of various types in use on January 1, 1925, as compared with the number in use on January 1, 1924:

|                                | January,<br>1925. | January,<br>1924. | Increase or<br>Decrease. |
|--------------------------------|-------------------|-------------------|--------------------------|
| Single mantle gas.....         | 9,727             | 9,713             | 14                       |
| Fire alarm gas.....            | 140               | 142               | —2                       |
| Magnetite series.....          | 5,737             | 5,575             | 162                      |
| Magnetite multiple *.....      |                   | * 23              |                          |
| Tungsten incandescents.....    | 4,913             | † 4,849           | 41                       |
| Spot light traffic police..... |                   | 12                | —12                      |
| Totals .....                   | 20,517            | 20,314            | 203                      |

\* Changed to 1,100 candle power incandescent.

† Thirty-four 60-candle power incandescent transferred to Metropolitan District Commission, January 1, 1925.

### STREET LAMP OUTAGES.

Rebates for lamps not lighted on schedule time or out before the proper time have been received on the various monthly bills as follows:

| DATE.               | Incan-<br>descent. | Gas.     | Arc.       |
|---------------------|--------------------|----------|------------|
| February, 1924..... | \$7.61             | \$114.21 | \$189.27   |
| March.....          | 63.70              | 57.48    | 380.63     |
| April.....          | 31.16              | 9.09     | 144.95     |
| May.....            | 4.10               | 12.85    | 45.50      |
| June.....           | 5.02               | 3.86     | 34.77      |
| July.....           | 1.63               | 5.62     | 41.32      |
| August.....         |                    | 6.29     |            |
| September.....      | 3.15               | 28.00    | 98.27      |
| October.....        | 3.52               | 21.32    | 62.53      |
| November.....       | 2.53               | 22.98    | 135.18     |
| December.....       | 1.54               | 27.24    | 140.53     |
| January, 1925.....  | 3.20               | 133.89   | 173.52     |
| Totals.....         | \$127.16           | \$442.93 | \$1,446.47 |

## GAS LIGHTING.

There are 9,727 single mantle gas lamps and 140 single mantle fire alarm gas lamps.

The city furnishes the lamp-posts and the Gas Company sets the lamp-posts and provides service pipes laid from the gas mains to the top of the posts; maintains all such pipes and posts in good condition and repair; furnishes gas, lanterns, burners and all other necessary equipment including labor for lighting and care.

The lighting service provides for the gas, lighting and care of the fire alarm signal lamps and the Fire Department for the lanterns, posts, setting and repairing of same.

## Gas Lamps.

| LIGHTING CONTRACT.                    | Gas District.   | Number of Lamps. | Type of Lamp.           | Rated Candle Power. | Gas Consumed per Hour. | Hours of Burning per Annum. | Cost of Gas per Lamp per Annum. | Cost per Lamp for Lighting and Care per Annum. | Total Cost per Lamp to April 1, 1924. | Total Cost per Lamp from April 1, 1924. |
|---------------------------------------|---|------------------|-------------------------|---------------------|------------------------|-----------------------------|---------------------------------|--|---------------------------------------|---|
| Boston, Consolidated Gas Company.     | South Boston, East Boston, Dorchester, Roxbury, Brighton, West Roxbury..... | 9,227            | Single mantle.          | 60                  | 3 feet.                | 4,000                       | \$11 00                         | \$15 20  | \$21 00                               | \$26 20                                 |
|                                       |   | 15               | Single mantle.<br>F. A. | 60                  | 3 feet.                | 4,000                       | 11 00                           | 15 20  | 21 00                                 | 26 20                                   |
|                                       |   | 106              | Open flame.             | 60                  | 4 feet.                | 4,000                       | 11 00                           | 15 20  | 21 00                                 | 26 20                                   |
| Charlestown Gas and Electric Company. | Charlestown .....   | 500              | Single mantle.          | 60                  | 3 feet.                | 4,000                       | 11 00                           | 15 20  | 21 00                                 | 26 20                                   |
|                                       |   | 19               | Single mantle.          | 60                  | 3 feet.                | 4,000                       | 11 00                           | 15 20  | 21 00                                 | 26 20                                   |

## ELECTRIC LIGHTING.

There are in use 5,737 magnetite arc lamps, 3,447 40 candle power, 1,374 60 candle power, 33 100 candle power, 25 200 candle power tungsten lamps, and 23 1,100 tungsten lamps.

The electric companies provide and set the lamp-posts, except the lamp-posts for incandescent lamps supplied from underground circuits, furnish lamps, overhead wires, underground conduits, cables and connections and all other necessary equipments and maintain them in good condition and repair.

The lighting rates for electric lamps are in accordance with the following table:

| DESCRIPTION OF LAMPS.                               | Fixed Costs per Lamp per Year to December 6, 1924. | Running Costs per Hour. | Fixed Costs per Lamp per Year from December 7, 1924. | Running Costs per Hour. |
|---|--|-------------------------|--|-------------------------|
| 40 candle power incandescent lamp, series.....      | \$10 80  | .18 cent                | \$10 00  | .22 cent                |
| 40 candle power incandescent lamp, multiple.....    | .....  | .25 cent                | 10 80  | .26 cent                |
| 60 candle power incandescent lamp, series.....      | 12 00  | .2 cent                 | 10 80  | .26 cent                |
| 60 candle power incandescent lamp, multiple.....    | .....  | .3 cent                 | 12 00  | .30 cent                |
| 100 candle power incandescent lamp, series.....     | 18 00  | .4 cent                 | 13 50  | .36 cent                |
| 100 candle power incandescent lamp, multiple.....   | .....  | .5 cent                 | 13 50  | .36 cent                |
| 200 candle power incandescent lamp, series.....     | 25 00  | .1 cent                 | 18 00  | .60 cent                |
| 700 candle power incandescent lamp, multiple.....   | 30 00  | 1.5 cent                | 32 00  | 1.3 cent                |
| 1,100 candle power incandescent lamp, multiple..... | 36 00  | 1.5 cent                | 34 00  | 1.4 cent                |

A discount of 10 per cent is made on the above rates for lamps in all sections of the city. A deduction at the rate of 1 cent per hour for lamps of 100 candle power or less and 5 cents per hour for all other lamps is made for outages.

## Arc Lamps.

| COMPANY.                              | Number of Lamps. | Connected.   | Type of Lamps. | Type of Circuit.      | Terminal. | Lighting Hours. | COST OF LAMP PER ANNUM. |                         |
|---------------------------------------|------------------|--------------|----------------|-----------------------|-----------|-----------------|-------------------------|-------------------------|
|                                       |                  |              |                |                       |           |                 | To Decem-ber 6, 1924.   | From Decem-ber 7, 1924. |
| Edison Electric Illuminating Company, | 1,785            | Overhead.    | Magnetite.     | Series 6.6 amp. D. C. | 528       | 3,838           | \$79 60                 | \$93 42                 |
|                                       | 3,647            | Underground. | Magnetite.     | Series 6.6 amp. D. C. | 528       | 3,828           | 79 60                   | 93 42                   |
| Charlestown Gas and Electric Company, | 224              | Overhead.    | Magnetite.     | Series 6.6 amp. D. C. | 528       | 3,828           | 79 60                   | 93 42                   |
|                                       | 81               | Underground. | Magnetite.     | Series 6.6 amp. D. C. | 528       | 3,828           | 79 60                   | 93 42                   |

NOTE.— In the above the candle power figures are the official designations. The wattage figures are here eliminated.

## Incandescent Lamps.

| COMPANY.                                  | Number of Lamps. | Type of Lamps. | Type of Circuits.     | Candle Power. | Lighting Hours. | COST OF LAMP PER ANNUM. |                         |
|---|------------------|----------------|-----------------------|---------------|-----------------|-------------------------|-------------------------|
|   |                  |                |                       |               |                 | To Decem-ber 6, 1924.   | From Decem-ber 7, 1924. |
| Edison Electric Illuminating Company..... | 2,016            | Tungsten.      | Series 6.6 amp. D. C. | 40            | 3,828           | \$15 92                 | \$18 42                 |
|   | 842              | Tungsten.      | Series 6.6 amp. D. C. | 60            | 3,828           | 17 69                   | 20 75                   |
|   | 11               | Tungsten.      | Series 6.6 amp. D. C. | 100           | 3,828           | 29 98                   | 27 28                   |
|   | 1,420            | Tungsten.      | Multiple D. C.        | 40            | 3,828           | 18 33                   | 20 75                   |
|   | 532              | Tungsten.      | Multiple D. C.        | 60            | 3,828           | 21 14                   | 23 48                   |
|   | 22               | Tungsten.      | Multiple D. C.        | 100           | 3,828           | 33 43                   | 27 28                   |
|   | 25               | Tungsten.      | Series 6.6 amp. D. C. | 200           | 3,828           | 63 28                   | 40 97                   |
|   | 11               | Tungsten.      | Multiple D. C.        | 700           | 3,828           | 84 08                   | 81 76                   |
|   | 23               | Tungsten.      | Multiple D. C.        | 1,100         | 3,828           | 87 52                   | 87 59                   |
|   | 11               | Tungsten.      | Series 6.6 D. C.      | 40            | 3,828           | 15 92                   | 18 42                   |
| Charlestown Gas and Electric Company..... |                  |                |                       |               |                 |                         |                         |

NOTE.— In the above the candle power figures are the official designations. The wattage figures are here eliminated.

# HIGHWAY DIVISION — PAVING SERVICE. Work Done by Contract.

|  | Old.                 | New.                  | Total,<br>Old and New. |
|--|----------------------|-----------------------|------------------------|
| Edgestone set.....   | 59,940 linear feet.  | 37,434 linear feet.   | 97,374 linear feet.    |
| Crushed stone foundation for edgestone.....                |                      | 8,166 " "             | 8,166 " "              |
| Concrete base laid.....                                    | 15,296 square yards. | 121,249 square yards. | 136,545 square yards.  |
| Granite block paving laid, gravel base, gravel joints..... | 4,823 " "            | 2,473 " "             | 7,296 " "              |
| New granite block paving laid, asphalt joints.....         |                      | 820 " "               | 820 " "                |
| New granite block paving laid, grout joints.....           |                      | 8,717 " "             | 8,717 " "              |
| Recut granite block paving laid, grout joints.....         |                      | 55,727 " "            | 55,727 " "             |
| Second-hand granite block paving laid, grout joints.....   | 5,548 square yards.  | 11,063 " "            | 17,211 " "             |
| Sheet asphalt and binder laid.....                         |                      | 19,217 " "            | 19,217 " "             |
| Bitulithic pavement laid.....                              |                      | 110,552 " "           | 110,552 " "            |
| Concrete pavement laid.....                                |                      | 54,155 " "            | 54,155 " "             |
| Wood block pavement laid.....                              | 1,230 square yards.  | 2,692 " "             | 3,832 " "              |
| Bituminous patching, full depth asphalt.....               | 18,951 " "           | 14,696 " "            | 33,557 " "             |
| Bituminous patching, full depth bituminous concrete.....   | 16,004 " "           |                       | 16,004 " "             |
| Bituminous patching surface.....                           | 7,741 " "            |                       | 7,741 " "              |
| Bituminous surface patching extra binder.....              | 173 cubic yards.     |                       | 173 cubic yards.       |
| Artificial stone sidewalks laid.....                       | 6,299 square yards.  | 70,988 square yards.  | 83,197 square yards.   |

## Work Done by Contract.—Concluded.

|   | Old.                | New.                | Total,<br>Old and New. |
|---|---------------------|---------------------|------------------------|
| Brick sidewalks laid.....                   | 6,296 square yards. | 607 square yards.   | 6,903 square yards.    |
| Crushed stone sidewalks laid.....           | .....               | 1,203 " "           | 1,203 " "              |
| Steel reinforcement furnished.....          | .....               | 300,980 pounds.     | 300,980 pounds.        |
| Earth excavation.....                       | .....               | 25,105 cubic yards. | 25,105 cubic yards.    |
| Rock excavation.....                        | .....               | 1,715 " "           | 1,715 " "              |
| Filling furnished.....                      | .....               | 19,874 " "          | 19,874 " "             |
| Crushed stone furnished.....                | .....               | 5,683 tons.         | 5,683 tons.            |
| Loam furnished.....                         | .....               | 151 cubic yards.    | 151 cubic yards.       |
| Loam graded and seeded.....                 | .....               | 3,260 square yards. | 3,260 square yards.    |
| Old concrete base removed.....              | .....               | 1,463 " "           | 1,463 " "              |
| Covers, catch-basins Bradley heads set..... | .....               | 509                 | 509                    |
| Wood fence.....                             | .....               | 230 linear feet.    | 230 linear feet.       |
| Iron fence.....                             | .....               | 387 " "             | 387 " "                |
| Ground water drain.....                     | .....               | 1,969 " "           | 1,969 " "              |
| Dry wells.....                              | .....               | 4                   | 4                      |
| Cinders furnished.....                      | .....               | 6,989 square yards. | 6,989 square yards.    |
| Concrete steps built.....                   | .....               | 190 linear feet.    | 190 linear feet.       |

## Explanation of Numerals on Preceding Pages.

|   |   |                       |
|---|---|-----------------------|
| Concrete base laid 4 inches thick.<br>Concrete base laid 6 inches thick.<br>Total concrete base laid.   | 3,943 square yards.<br>132,602 "                                  | 136,545 square yards. |
| 2 Second-hand granite block, formerly gravel roadway.<br>Second-hand granite block, formerly macadam roadway.<br>Second-hand granite block, formerly cobble gutters.<br>Total second-hand granite block paving laid on gravel base with gravel joints.  | 613 square yards.<br>1,662 "<br>198 "                             | 2,473 square yards.   |
| 3 New granite block paving, asphalt joints, formerly granite block paving, gravel joints  |   | 820 square yards.     |
| 4 New granite block paving, grout joints, formerly granite block paving, gravel joints  |   | 8,717 square yards.   |
| 4 Recut granite block paving laid with grout joints, formerly gravel roadway.<br>Recut granite block paving laid with grout joints, formerly macadam roadway.<br>Recut granite block paving laid with grout joints, formerly gravel joints.<br>Recut granite block paving laid with grout joints, formerly pitch joints.<br>Recut granite block paving laid with grout joints, formerly grout joints.<br>Total recut granite block paving laid with grout joints. | 1,666 square yards.<br>1,702 "<br>28,147 "<br>14,980 "<br>9,232 " | 55,727 square yards.  |
| 5 Second-hand granite block paving laid with grout joints, formerly gravel roadway.<br>Second-hand granite block paving laid with grout joints, formerly macadam roadway.<br>Second-hand granite block paving laid with grout joints, formerly gravel joints.<br>Second-hand granite block paving laid with grout joints, formerly pitch joints.<br>Total second-hand granite block paving laid, grout joints.  | 2,087 square yards.<br>985 "<br>6,364 "<br>2,227 "                | 11,663 square yards.  |
| 7 Formerly gravel roadway.<br>Formerly macadam roadway.<br>Formerly bituminous macadam roadway.<br>Total asphalt pavement.  | 2,796 square yards.<br>4,332 "<br>12,089 "                        | 19,217 square yards.  |

## Explanation of Numerals on Preceding Pages.—Concluded.

|   |                      |                       |
|---|----------------------|-----------------------|
| Formerly gravel roadway.....                    | 19,477 square yards. | 110,552 square yards. |
| Formerly macadam roadway.....                   | 8,606 " " "          |                       |
| Formerly bituminous macadam roadway.....        | 42,860 " " "         |                       |
| Formerly granite block with gravel joints.....  | 39,609 " " "         |                       |
| Total bitulithic pavement.....                  |                      |                       |
| Formerly gravel roadway.....                    | 39,335 square yards. | 51,155 square yards.  |
| Formerly macadam roadway.....                   | 11,920 " " "         |                       |
| Total concrete roadway.....                     |                      |                       |
| Formerly granite block, pitch joints.....       |                      | 2,602 square yards    |
| Formerly macadam roadway.....                   | 11,243 square yards. | 14,606 square yards.  |
| Formerly wood block.....                        | 1,077 " " "          |                       |
| Formerly granite block.....                     | 2,286 " " "          |                       |
| Total bituminous patching full depth (new)..... |                      |                       |
| Laid with foundation.....                       | 13,480 square yards. | 83,197 square yards.  |
| Laid on existing foundation.....                | 69,717 " " "         |                       |
| Total artificial stone sidewalks laid.....      |                      |                       |

## Work Done by Paving Service Forces, During 1924-25 (Fiscal Year).

|   | Old.                  | New.                 | Total.                |
|---|-----------------------|----------------------|-----------------------|
| Edgestone set.....                              | 32,577 linear feet.   | 4,078 linear feet.   | 36,655 linear feet.   |
| Concrete base laid.....                         | .....                 | 4,819 square yards.  | 4,819 square yards.   |
| Roadway, granite block, gravel joints.....      | 44,747 square y. rds. | 29 "                 | 44,776 "              |
| Roadway, granite block, grout joints.....       | 21,996 "              | 11,759 "             | 33,755 "              |
| Gutter, granite block, gravel joints.....       | 9,665 "               | 1,224 "              | 10,889 "              |
| Gutter, granite block, grout joints.....        | 115 "                 | 4 "                  | 119 "                 |
| Flagging crosswalk, gravel joints.....          | 1,518 "               | 33 "                 | 1,551 "               |
| Roadway, wood block, sand joints.....           | 5,562 "               | .....                | 5,562 "               |
| Asphalt penetration macadam surface placed..... | 5,870 "               | 43,143 square yards. | 49,013 "              |
| Macadam surface patched.....                    | 299,163 "             | .....                | 299,163 "             |
| Asphalt blanket coat.....                       | 153,097 "             | .....                | 153,097 "             |
| Brick sidewalks laid.....                       | 59,748 "              | 412 square yards.    | 60,160 "              |
| Artificial stone sidewalks laid.....            | 6,765 "               | 1,351 "              | 8,116 "               |
| Sidewalk excavating, no sidewalk laid.....      | .....                 | 230 "                | 230 "                 |
| Roadway excavating, no roadway constructed..... | .....                 | .....                | .....                 |
| Roadway excavating, roadway changed.....        | .....                 | 425 cubic yards.     | 425 cubic yards.      |
| Gravel or crushed stone sidewalks surfaced..... | 160,962 square yards. | .....                | 160,962 square yards. |
| Grading (no pavement laid).....                 | .....                 | 6,018 cubic yards.   | 6,018 "               |
| Brick block pavement laid.....                  | 1,849 square yards.   | .....                | 1,849 "               |
| Concrete roadway laid.....                      | * 1,400 "             | .....                | 1,400 "               |
| Rubber pavement laid.....                       | .....                 | 60 square yards.     | 60 "                  |

\* Patched with asphalt cement and sand.

## FINANCIAL STATEMENT, PAVING SERVICE.

## MAINTENANCE.

|  |                     |
|--|---------------------|
| Appropriation . . . . .  | \$1,502,997 89      |
| Transferred to Lighting Service . . . . .  | \$15,869 17         |
| Transferred to Overseeing of the<br>Public Welfare Department,<br>Central Office . . . . . | 35,587 34           |
|  | <u>51,456 51</u>    |
|  | \$1,451,541 38      |
| Expended during the year . . . . .   | <u>1,451,541 38</u> |

## SPECIAL APPROPRIATIONS.

*Highways, making of:*

|   |                     |
|---|---------------------|
| Amount expended during the year . . . . . | <u>\$401,906 64</u> |
|---|---------------------|

## GRANOLITHIC SIDEWALKS.

|                                    |                    |
|------------------------------------|--------------------|
| Balance February 1, 1924 . . . . . | \$14,357 41        |
| Appropriation from taxes . . . . . | 50,000 00          |
|                                    | <u>\$64,357 41</u> |
| Expended during the year . . . . . | 63,235 61          |
|                                    | <u>\$1,121 80</u>  |
| Balance January 31, 1925 . . . . . |                    |

## RECONSTRUCTING AND REPAIRING STREETS BY CONTRACT.

|                                    |                       |
|------------------------------------|-----------------------|
| Balance February 1, 1924 . . . . . | \$83,388 27           |
| Appropriation from taxes . . . . . | 950,000 00            |
|                                    | <u>\$1,033,388 27</u> |
| Expended during the year . . . . . | 1,004,427 46          |
|                                    | <u>\$28,960 81</u>    |
| Balance January 31, 1925 . . . . . |                       |

## STREET IMPROVEMENTS.

|                                    |                   |
|------------------------------------|-------------------|
| Balance February 1, 1924 . . . . . | \$38,980 62       |
| Expended during the year . . . . . | 34,699 93         |
|                                    | <u>\$4,280 69</u> |
| Balance January 31, 1925 . . . . . |                   |

## GARAGE, ALBANY STREET.

|   |                   |
|---|-------------------|
| Balance February 1, 1924 . . . . .          | \$83,314 15       |
| Transferred from Beacon Street Bridge . . . | 10,000 00         |
|   | <hr/>             |
| Expended during the year . . . . .          | \$93,314 15       |
|   | 88,544 16         |
|   | <hr/>             |
| Balance January 31, 1925 . . . . .          | <u>\$4,769 99</u> |

## CAMBRIDGE STREET AND COURT STREET.

|                                    |                   |
|------------------------------------|-------------------|
| Expended during the year . . . . . | <u>\$5,965 10</u> |
|------------------------------------|-------------------|

## STUART STREET.

|                                    |                 |
|------------------------------------|-----------------|
| Expended during the year . . . . . | <u>\$627 86</u> |
|------------------------------------|-----------------|

## PAVING SERVICE.

## SUMMARY OF EXPENDITURES.

|   |                       |
|---|-----------------------|
| Paving Service . . . . .                            | \$1,451,541 38        |
| Highways, making of . . . . .                       | 401,906 64            |
| Granolithic sidewalks . . . . .                     | 63,235 61             |
| Reconstructing and repairing streets by contract, . | 1,004,427 46          |
| Street improvements . . . . .                       | 34,699 93             |
| Garage, Albany street . . . . .                     | 88,544 16             |
| Cambridge street and Court street . . . . .         | 5,965 10              |
| Stuart street . . . . .                             | 627 86                |
| Total . . . . .                                     | <u>\$3,050,948 14</u> |

## INCOME.

Statement showing the amount of bills and cash deposited with the City Collector from February 1, 1924, to January 31, 1925, and credited to General Revenue.

|  |                    |
|--|--------------------|
| Edgestone and sidewalk assessments . . . . . | \$48,457 22        |
| Permits . . . . .                            | 33,766 97          |
| Services of inspector . . . . .              | 1,876 00           |
| Labor, material furnished, etc. . . . .      | 13,339 72          |
| Total . . . . .                              | <u>\$97,439 91</u> |

## AMOUNT PAID INTO THE CITY TREASURY DURING THE YEAR.

|  |                    |
|--|--------------------|
| Edgestone and sidewalk assessments . . . . . | \$38,518 78        |
| Permits . . . . .                            | 33,320 47          |
| Service of inspector . . . . .               | 1,995 00           |
| Labor, material furnished, etc. . . . .      | 13,269 78          |
| Total . . . . .                              | <u>\$87,104 03</u> |

## Objects of Expenditures from the Various Appropriations, Classified by Districts, February 1, 1924, to January 31, 1925.

| Districts.                             | Macadam Repairs. | Paved Street Repairs. | Removal of Snow. | Street Cleaning. | Edgestone and Sidewalk Repairs. | Street Work.   | Schedule A, Miscellaneous. | Totals.         |
|--|------------------|-----------------------|------------------|------------------|---------------------------------|----------------|----------------------------|-----------------|
| South Boston and Dorchester North..... | \$14,344 78      | \$7,632 39            | \$20,391 06      | \$4,642 46       | \$9,673 79                      | \$52,181 21    | .....                      | \$109,065 69    |
| East Boston and Breed's Island.....    | 7,181 76         | 3,845 44              | 7,707 52         | 1,196 59         | 9,718 48                        | 112,918 66     | .....                      | 142,568 45      |
| Charlestown.....                       | 5,610 10         | 3,907 96              | 9,980 88         | 5,162 85         | 7,428 49                        | 65,915 33      | .....                      | 98,005 61       |
| Brighton.....                          | 44,046 51        | 290 44                | 13,961 11        | 23,140 70        | 6,688 90                        | 92,078 08      | .....                      | 180,205 74      |
| West Roxbury.....                      | 56,392 50        | 691 54                | 21,825 74        | 26,804 48        | 10,110 64                       | 224,080 24     | .....                      | 339,905 14      |
| Dorchester.....                        | 20,003 75        | 3,016 00              | 14,655 11        | 11,493 93        | 23,839 49                       | 59,423 52      | .....                      | 132,431 80      |
| Roxbury South and Jamaica Plain.....   | 27,904 97        | 6,005 34              | 34,492 34        | 45,230 50        | 17,362 09                       | 238,559 80     | .....                      | 369,555 04      |
| South End and Roxbury North.....       | 24,158 48        | 19,079 96             | 50,383 78        | 2,959 01         | 32,968 79                       | 298,680 38     | .....                      | 428,230 40      |
| Ashmont.....                           | 23,090 25        | 209 67                | 9,359 33         | 10,946 19        | 6,032 48                        | 231,656 03     | .....                      | 281,203 95      |
| North and West Ends and Back Bay.....  | 408 90           | 4,882 46              | 56,102 50        | .....            | 5,256 57                        | 153,796 79     | .....                      | 220,447 22      |
| Hyde Park.....                         | 14,691 04        | .....                 | 3,978 58         | 9,147 91         | 2 295 32                        | 34,284 17      | .....                      | 64 307 02       |
| Miscellaneous.....                     | .....            | .....                 | .....            | .....            | .....                           | * 225,162 46   | \$459,679 62               | 684,842 08      |
| Totals.....                            | \$237,833 04     | \$49,561 20           | \$243,037 95     | \$140,724 62     | \$131,375 04                    | \$1,788,736 67 | \$459,679 62               | \$3,050,948, 14 |

\* New garage, \$8,762 68; artificial stone sidewalks repairs and rebates, \$16,027 12; asphalt repairs, \$120,372 66.

## SCHEDULE A.

## EXPENDITURES FOR FISCAL YEAR 1924-25.

|   |                     |
|---|---------------------|
| Salary of division engineer (part of)   | \$3,750 00          |
| Salary of division engineer in charge (part of)   | 750 00              |
| Salaries of office clerks and stenographers   | 7,671 97            |
| Salaries of assistant engineers (office work)   | 8,321 90            |
| Salaries of permit office clerks  | 10,430 03           |
| Salaries of permit office inspectors  | 18,290 44           |
| Salaries of engineering inspectors (office work)  | 11,272 57           |
| Salaries of district inspectors   | 3,342 47            |
| Salary of medical inspector (part of)   | 366 66              |
| Medical attendance on injured employees (out-<br>side)  | 121 15              |
| Salary of general foreman   | 2,921 78            |
| Salary of chief veterinarian (part of)  | 500 00              |
| Salary of inspector of horses   | 1,486 98            |
| Salary of constable and inspector   | 2,005 48            |
| Pensions paid to veterans (retired)   | 7,870 25            |
| Pensions paid to laborers (retired)   | 18,325 39           |
| Compensation allowed injured employees  | 5,473 72            |
| Vacations allowed laborers, mechanics, etc.   | 35,169 47           |
| Holidays, not including holidays charged to<br>street accounts  | 79,671 24           |
| Postage   | 277 46              |
| Printing  | 4,110 60            |
| Stationery  | 1,226 32            |
| Traveling expenses, carfares, etc.  | 904 83              |
| Engineering supplies and incidentals  | 1,841 52            |
| Stationery  | \$616 39            |
| Printing  | 197 45              |
| Postage   | 65 76               |
| Transit repairs   | 89 80               |
| Transit and calculating machine   | 569 50              |
| Miscellaneous   | 302 62              |
| Supplies for laboratory   | 73 87               |
| Artificial stone sidewalks, new, and repairs by<br>department force (see reconstructing and<br>repairing streets by contract and street im-<br>provements)                            | 30,033 84           |
| Asphalt and bitulithic pavement repairs. Tem-<br>porary repairs, labor, teaming, materials (see<br>also, reconstructing and repairing streets by<br>contract and street improvements) | 12,616 40           |
| Brick block repairs, labor, teaming and materials,  | 552 64              |
| <i>Carried forward</i>  | <u>\$269,378 98</u> |

|   |           |    |
|---|-----------|----|
| <i>Brought forward</i> . . . . .  | \$269,378 | 98 |
| Wood block repairs, labor, teaming and materials, . . . . .   | 11,984    | 35 |
| Crosswalks repaired, not included elsewhere . . . . .   | 1,630     | 12 |
| Fence repairs . . . . .   | 7,209     | 23 |
| Plankwalk repairs . . . . .   | 1,845     | 72 |
| Edgestone, sidewalks and gutters (new) not included elsewhere . . . . .   | 9,315     | 35 |
| Rent of land, wharves, etc. . . . .   | 4,088     | 00 |
| Expense of stables, including drivers, feeders, fodder, horseshoeing, repairs to harnesses, wagons, carts, etc. . . . . | \$161,549 | 80 |
| Amount earned by department teams . . . . .   | 141,749   | 45 |
|   | <hr/>     |    |
|   | 19,800    | 35 |
| Electric lighting at yards and stables . . . . .  | 1,200     | 94 |
| Gas lighting at yards and stables . . . . .   | 252       | 18 |
| Fuel for heating yards, buildings, offices and stables . . . . .  | 4,690     | 30 |
| Electrical appliances, labor and materials, yards and stables . . . . .   | 31        | 67 |
| Rent of towels . . . . .  | 169       | 30 |
| Stoves, pipes, grates, etc. . . . .   | 37        | 69 |
| Telephone service . . . . .   | 1,572     | 03 |
| Ice . . . . .   | 125       | 46 |
| Signs, making and putting up, etc. . . . .  | 19,310    | 65 |
| Tools, hardware, etc., new, cost of repairing, etc., . . . . .  | 33,033    | 77 |
| Oil for lighting around defects, etc. . . . .   | 1,164     | 00 |
| Expenses of yards, including salaries of general foreman, foremen, clerks, yardmen, watchmen, tool wagons, etc. . . . . | 47,176    | 43 |
| Repairs of yard buildings, stables, sheds, shanties, etc. . . . .   | 11,732    | 34 |
| Sanding icy and slippery streets . . . . .  | 4,721     | 20 |
| Repairing culverts and building new culverts . . . . .  | 8         | 97 |
| Chests for central office, making of . . . . .  | 133       | 71 |
| Premium on surety bonds . . . . .   | 9         | 00 |
| Traverse street subway . . . . .  | 1,276     | 50 |
| Repairs to and inspection of typewriters . . . . .  | 67        | 00 |
| Trimming and removing trees . . . . .   | 925       | 00 |
| Painting traffic lines . . . . .  | 1,243     | 50 |
| Marking catch-basin locations . . . . .   | 412       | 50 |
| Repairs to snow dumps . . . . .   | 76        | 83 |
| Miscellaneous . . . . .   | 97        | 04 |
| Work done and material furnished individuals, corporations, etc. . . . .  | 6,138     | 27 |
| Furniture . . . . .   | 26        | 00 |
| Photographs . . . . .   | 120       | 00 |
| Airdrome, East Boston . . . . .   | 1,034     | 16 |
| Dandie mixer . . . . .  | 980       | 10 |
|   | <hr/>     |    |
| <i>Carried forward</i> . . . . .  | \$463,018 | 64 |

|   |              |              |              |
|---|--------------|--------------|--------------|
| <i>Brought forward</i> . . . . .  |              | \$463,018 64 |              |
| Sanitary service, work done and material furnished . . . . .  |              | 100 00       |              |
| Street Cleaning and Oiling Service, work done and material furnished . . . . .  |              | 487 62       |              |
| Sewer Service, work done and material furnished, . . . . .  |              | 110 70       |              |
| Water Service, work done and material furnished, . . . . .  |              | 1,140 79     |              |
| Bridge Service, work done and material furnished, . . . . .   |              | 43 52        |              |
| High Pressure Fire Service, work done and material furnished . . . . .  |              | 670 50       |              |
| Park Department, work done and material furnished . . . . .   |              | 419 42       |              |
| Steam rollers, cost of operating, repairs, etc. . . . .   | \$16,833 69  |              |              |
| Less amount earned by steam rollers, . . . . .  | 13,824 00    |              |              |
|   |              | <hr/>        | 3,009 69     |
| Gas rollers (two) . . . . .   |              | 11,994 60    |              |
| Steam roller . . . . .  |              | 6,850 00     |              |
| Stone crusher, South End District, operating, rental of crusher, supplies, etc. . . . .   |              | 15,913 30    |              |
| Garage, Albany street, employees' wages, fuel, gasoline, supplies, etc. . . . .   |              | 12,457 90    |              |
| Tractor "Bear" . . . . .  |              | 5,200 00     |              |
| Asphalt plant, Ashmont District . . . . .   |              | 2,950 72     |              |
| Tractors, mixers, etc., supplies, etc. . . . .  |              | 406 67       |              |
|   |              | <hr/>        |              |
| Total . . . . .   |              | \$524,774 07 |              |
| <br>Credits:  |              |              |              |
| Automobiles:  |              |              |              |
| Amount earned by trucks . . . . .   | \$94,450 00  |              |              |
| Cost of operation, repairs, supplies, equipment, etc., including purchase of 5 Ford Sedans, 1 Pierce Arrow and 6 Reo trucks . . . . . | 76,253 52    |              |              |
|   |              | <hr/>        | \$18,196 48  |
| Asphalt Plant, Brighton District:   |              |              |              |
| Repairs, operating expense, materials, etc., . . . . .  | \$35,315 30  |              |              |
| Less materials used on streets . . . . .  | 53,755 39    |              |              |
|   |              | <hr/>        | 18,440 09    |
| Stock:  |              |              |              |
| Materials delivered on streets . . . . .  | \$157,592 44 |              |              |
| Cost of materials . . . . .   | \$92,926 22  |              |              |
| Labor and teaming, . . . . .  | 36,208 34    |              |              |
|   |              | <hr/>        | 129,134 56   |
|   |              |              | <hr/>        |
|   |              |              | 28,457 88    |
|   |              |              | <hr/>        |
|   |              |              | 65,094 45    |
| Total . . . . .   |              |              | <hr/> <hr/>  |
|   |              |              | \$459,679 62 |

**Loads of Snow Removed from February 1, 1924, to January 31, 1925,  
by Department Forces.**

| DISTRICT.                    | Single.* | Double.† | Auto Trucks.‡ | Cubic Yards. | Cost.§       |
|------------------------------|----------|----------|---------------|--------------|--------------|
| South Boston.....            | 540      | 2,244    | 2,101         | 20,418       | \$14,977 02  |
| East Boston.....             | 1,087    | 287      | .....         | 3,035        | 7,707 52     |
| Charlestown.....             | 1,234    | .....    | .....         | 2,468        | 9,980 88     |
| Brighton.....                | 274      | 193      | 388           | 3,455        | 13,961 11    |
| West Roxbury.....            | 686      | 2,738    | 1,638         | 19,414       | 21,825 74    |
| Dorchester.....              | 1,519    | 442      | 99            | 4,958        | 14,655 11    |
| Roxbury.....                 | 1,223    | 327      | 540           | 6,667        | 34,492 34    |
| South End and North End..... | 1,019    | 413      | 3,450         | 23,977       | 47,105 33    |
| Ashmont.....                 | 1,331    | 1,145    | .....         | 6,097        | 9,359 33     |
| North End (see South End.)   |          |          |               |              |              |
| Hyde Park.....               | 300      | 146      | 52            | 1,350        | 3,978 58     |
| Totals.....                  | 9,213    | 7,935    | 8,268         | 91,839       | \$178,042 96 |

\* Single loads, 2 cubic yards.

† Double loads, 3 cubic yards.

‡ Auto truck loads, 6 cubic yards.

§ Includes cost of plowing gutters, cleaning sidewalks, and picking ice not carted away. Also automobile snow plows furnished by contractors.

**Snow and Ice Removed by Contract from February 1, 1924, to  
January 31, 1925.**

| SNOW DISTRICTS.      | Number of Loads. | Cubic Yards.     | Cost per Cubic Yard. | Total Cost.            | Remarks.                         |
|----------------------|------------------|------------------|----------------------|------------------------|----------------------------------|
| District No. 1.....  | 446<br>291       | 3,816½<br>2,857  | \$0 70<br>49         | \$2,671 56<br>1,399 93 | 1923 contract.<br>1924 contract. |
| District No. 2.....  | 405<br>1,093     | 3,735½<br>6,407½ | 70<br>65             | 2,614 85<br>4,164 88   | 1923 contract.<br>1924 contract. |
| District No. 3.....  | 550<br>472       | 5,662<br>5,046   | 65<br>65             | 3,680 31<br>2,523 00   | 1923 contract.<br>1924 contract. |
| District No. 4.....  | 1,108<br>369     | 5,814<br>3,136½  | 75<br>67             | 4,360 51<br>2,101 46   | 1923 contract.<br>1924 contract. |
| District No. 5.....  | 404<br>230       | 3,137<br>1,882½  | 75<br>65             | 2,352 75<br>1,223 63   | 1923 contract.<br>1924 contract. |
| District No. 6.....  | 642<br>347       | 5,434<br>3,477   | 75<br>70             | 4,075 51<br>2,433 90   | 1923 contract.<br>1924 contract. |
| District No. 7.....  | 638<br>535       | 6,569<br>4,139½  | 70<br>63             | 4,598 30<br>2,607 89   | 1923 contract.<br>1924 contract. |
| District No. 8.....  | 431<br>268       | 3,905½<br>2,394½ | 64<br>56             | 2,499 52<br>1,340 92   | 1923 contract.<br>1924 contract. |
| District No. 9.....  | 621<br>203       | 5,376<br>1,901   | 80<br>68             | 4,300 80<br>1,292 68   | 1923 contract.<br>1924 contract. |
| District No. 10..... | 698<br>394       | 5,814½<br>3,109½ | 65<br>59             | 3,779 43<br>1,834 60   | 1923 contract.<br>1924 contract. |

NOTE.— The capacity of the loads varies from three (3) to ten (10) cubic yards.

**Loads of Dirt and Street Cleanings Removed from February 1, 1924,  
to January 31, 1925.**

| DISTRICTS.        | Single.* | Double.† | Auto Trucks.‡ | Cubic Yards. |
|-------------------|----------|----------|---------------|--------------|
| South Boston..... | 157      | 405      | 424           | 3,511        |
| East Boston.....  | 210      | 132      | —             | 474          |
| Charlestown.....  | 748      | —        | —             | 748          |
| Brighton.....     | 1,143    | 326      | 1,781         | 12,481       |
| West Roxbury..... | 2,756    | 2,668    | 1,446         | 16,768       |
| Dorchester.....   | 453      | 538      | 8             | 1,577        |
| Roxbury.....      | 5,122    | 1,080    | 2,216         | 20,578       |
| South End.....    | —        | —        | —             | —            |
| Ashmont.....      | 1,870    | 721      | —             | 3,312        |
| North End.....    | 165      | —        | —             | 165          |
| Hyde Park.....    | 2,443    | 778      | 43            | 4,257        |
| Totals.....       | 15,067   | 6,648    | 5,918         | 63,871       |

\* Single loads, 1 cubic yard.

† Double loads, 2 cubic yards.

‡ Auto truck loads, 6 cubic yards.

# PUBLIC WORKS DEPARTMENT — HIGHWAY DIVISION — PAVING SERVICE.

## Maintenance of Macadam Streets.

*Cost by Years of Resurfacing or Patching from February 1, 1920, to January 31, 1925.*

|   | 1920.        | 1921.        | 1922.        | 1923.        | 1924.        |
|---|--------------|--------------|--------------|--------------|--------------|
| Total length of macadam in miles.....                     | 375.28       | 386.10       | 358.47       | 351.25       | \$ 347.63    |
| Total area of macadam in square yards.....                | 6,538,199    | 6,232,041    | 6,079,424    | 5,926,385    | \$ 5,789,425 |
| Total cost of resurfacing of macadam *......              | \$289,635 97 | \$301,051 59 | \$69,752 09  | \$57,883 32  | \$40,032 79  |
| Total cost of patching of macadam †.....                  | \$248,468 81 | \$251,521 06 | \$173,332 36 | \$196,758 28 | \$251,028 22 |
| Cost of resurfacing per mile over entire mileage.....     | \$771 78     | \$822 32     | \$194 86     | \$164 79     | \$115 16     |
| Cost of resurfacing per square yard over entire area..... | \$0 044      | \$0 0483     | \$0 0115     | \$0 0097     | \$0 0069     |
| Length of macadam resurfaced yearly in miles.....         | 16.2         | 19.07        | 5.538        | 3.322        | 1.905        |
| Cost per mile of macadam resurfaced yearly.....           | \$17,878 76  | \$15,786 66  | \$12,595 00  | \$17,424 23  | \$21,014 58  |
| Area of macadam resurfaced yearly in square yards.....    | 229,680      | 254,321      | 75,646       | 47,870       | 27,461       |
| Cost per square yard of macadam resurfaced yearly.....    | \$1 26       | \$1 183      | \$0 9221     | \$1 2091     | \$1 46       |
| Area of macadam patched yearly in square yards.....       | 540,690      | 686,709      | 483,013      | 324,187      | 452,260      |
| Cost per square yard of macadam patched yearly.....       | \$0 459      | \$0 366      | \$0 359      | \$0 6069     | \$0 555      |
| Binders used in resurfacing (per cent):                   |              |              |              |              |              |
| Water.....  | .1200        | .1022        | .2129        | .0000        | .0000        |
| Tar preparation.....                                      | .3569        | .4420        | .0180        | .0000        | .0000        |
| Asphalt preparations.....                                 | .5231        | .4558        | .7691        | 1.0000       | 1.0000       |

\* By resurfacing is meant entire area of street excavated and resurfaced with not less than four inches of new material.

† By patching is meant scattered areas of depressions, etc., which are filled with new material from a depth of one half inch up, and in some cases blanket coated with bituminous binder.

‡ Of this amount 120.86 miles or 2,239,695 square yards is bituminous macadam.

|| 299,163 square yards patched; 153,097 square yards tar blanket coat.

**Edgestone and Brick Sidewalk Recapitulation for 1924.**

| DISTRICTS.                               | Edgestones,<br>Linear<br>Feet. | Brick,<br>Square<br>Yards. |
|--|--------------------------------|----------------------------|
| South Boston Paving District, No. 1..... | 398                            | —                          |
| East Boston Paving District, No. 2.....  | 232                            | —                          |
| Charlestown Paving District, No. 3.....  | —                              | —                          |
| Brighton Paving District, No. 4.....     | 1,129                          | —                          |
| West Roxbury Paving District, No. 5..... | 301                            | —                          |
| Dorchester Paving District, No. 6.....   | 120                            | 100                        |
| Roxbury Paving District, No. 7.....      | 545                            | 312                        |
| South End Paving District, No. 8.....    | —                              | —                          |
| Ashmont Paving District, No. 9.....      | 1,250                          | —                          |
| North End Paving District, No. 10.....   | —                              | —                          |
| Hyde Park Paving District, No. 11.....   | 103                            | —                          |
| Totals.....                              | 4,078                          | 412                        |

**New Granolithic Sidewalks Laid by Department Forces During 1924.**

| DISTRICTS.        | Square<br>Feet. | Location of Work.                                 |
|-------------------|-----------------|---|
| South Boston..... | —               |   |
| East Boston.....  | 1,096           | Sumner and Orleans streets, at new fire house.    |
| Charlestown.....  | 1,197           | Park street.                                      |
| Brighton.....     | —               |   |
| West Roxbury..... | —               |   |
| Dorchester.....   | —               |   |
| Roxbury.....      | 2,474           | Centre street.                                    |
| South End.....    | 4,949           | Sterling street, Province street, Decatur street. |
| Ashmont.....      | 2,439           | Welles avenue, Roslin street, Walnut street.      |
| North End.....    | —               |   |
| Hyde Park.....    | —               |   |
| Totals.....       | 12,155          |   |

## PUBLIC WORKS DEPARTMENT.

## HIGHWAY DIVISION—PAVING SERVICE—DETAIL OF WORK DONE BY CONTRACT AND CHARGED TO APPROPRIATION "GRANOLITHIC SIDEWALKS."

| STREET                             | From                        | To                               | Contractor.                  | Pavement              | Length, Linear Feet. | Area, Square Feet. | Total Cost. | Amount Paid to Contractor. | MATERIALS. |                |                 |                | EXPENSES.    |             |                 |              | WORK DONE.     |                         |                        |                        |                            |                                 | PROGRESS |                |       |                              |                             |                              |                           |           |
|------------------------------------|-----------------------------|----------------------------------|------------------------------|-----------------------|----------------------|--------------------|-------------|----------------------------|------------|----------------|-----------------|----------------|--------------|-------------|-----------------|--------------|----------------|-------------------------|------------------------|------------------------|----------------------------|---------------------------------|----------|----------------|-------|------------------------------|-----------------------------|------------------------------|---------------------------|-----------|
|                                    |                             |                                  |                              |                       |                      |                    |             |                            | ASBESTOS.  | GRANITE BLOCK. | SIDEWALK BRICK. | MISCELLANEOUS. | Engineering. | Inspection. | Traveling, etc. | Advertising. | Miscellaneous. | Excavation and Filling. | Edging, Set and Reset. | Brick Sidewalk in Hub. | Roadway Paved and Repaved. | Artificial Stone Sidewalk Laid. |          | Miscellaneous. |       |                              |                             |                              |                           |           |
|                                    |                             |                                  |                              |                       |                      |                    |             |                            |            |                |                 |                |              |             |                 |              |                |                         |                        |                        |                            |                                 |          |                | Cost. | Quantity.                    | Cost.                       | Quantity.                    | Cost.                     | Quantity. |
| 1. Athol street.                   | Brentwood street.           | Holton street                    | Hubland Contracting Company. | Granolithic sidewalks |                      |                    | \$1,446.05  | \$682.18                   | \$763.80   | 434'-4"        |                 |                |              |             |                 |              |                |                         |                        |                        |                            |                                 |          |                |       | Completed July 10, 1924      | 1                           |                              |                           |           |
| 2. Birch street                    | Cornish street              | Peabody street                   | Patrick J. Duffy             |                       | 555                  | 5,240              | 705.07      | 705.07                     |            |                |                 |                |              |             |                 |              |                |                         |                        |                        |                            |                                 |          |                |       | Completed November 19, 1923  | 2                           |                              |                           |           |
| 3. Blakely street                  | Bowdon street               | Olney street                     | Hubland Contracting Company. |                       |                      |                    | 164.91      | 164.91                     |            |                |                 |                |              |             |                 |              |                |                         |                        |                        |                            |                                 |          |                |       | Work done 1923               | 3                           |                              |                           |           |
| 4. Broadway (south side)           | Washington street.          | Shawmut avenue                   | Pignat Vinceno               |                       |                      |                    | 114.28      | 114.28                     |            |                |                 |                |              |             |                 |              |                |                         |                        |                        |                            |                                 |          |                |       | Work done 1919               | 4                           |                              |                           |           |
| 5. Dix street (south side)         | Dorchester avenue.          | 142 feet easterly                | Henry F. Malley              |                       | 142                  | 1,924              | 472.81      | 307.06                     |            |                | \$69.30         | 2,910          |              |             |                 |              | \$12.00        |                         | \$0.70                 | \$1.75                 |                            |                                 | 154      |                | 1,924 | Completed July 28, 1924      | 5                           |                              |                           |           |
| 6. East Fifth street               | 1 street                    | 279 feet west.                   | Joseph A. Singarella         |                       |                      |                    | 2,186       | 142.90                     |            |                |                 |                |              |             |                 |              |                |                         |                        |                        |                            |                                 |          |                |       | Completed October 20, 1923   | 6                           |                              |                           |           |
| 7. East Fourth street              | At No 605 and No. 607.      |                                  | Joseph A. Singarella         |                       | 93                   | 477                | 29.70       | 29.70                      |            |                |                 |                |              |             |                 |              |                |                         |                        |                        |                            |                                 |          |                |       | Completed October 20, 1923   | 7                           |                              |                           |           |
| 8. Evans street (north side)       | Station street              | 130 feet westerly                | Henry F. Malley              |                       | 130                  | 864                | 365.07      | 319.00                     |            |                |                 |                |              |             |                 |              | 28.50          |                         | 30                     | 1.75                   |                            |                                 | 148      |                | 864   | Completed August 22, 1924    | 8                           |                              |                           |           |
| 9. Everett street                  | Holton street               | Brentwood street.                | Hubland Contracting Company. |                       |                      |                    | 3,241       | 1,348.85                   | 1,009.18   | 249.07         | 143'            |                |              |             |                 |              |                |                         |                        |                        |                            |                                 |          |                | 450   |                              | 3,241                       | Completed July 14, 1924      | 9                         |           |
| 10. Evergreen street (north side). | Dry street                  | South Huntington avenue          | Henry F. Malley              |                       | 847                  | 5,022              | 2,859.42    | 2,122.32                   | 368.83     | 337'           |                 |                |              |             |                 |              |                |                         |                        |                        |                            |                                 |          |                | 7     | 700                          |                             | 5,022                        | Completed August 20, 1924 | 10        |
| 11. Hartford street                | Holton street               | Liquid road                      | Joseph A. Singarella         |                       | 100                  | 1,001              | 79.13       | 85.13                      |            |                |                 |                |              |             |                 |              |                |                         |                        |                        |                            |                                 |          |                |       | Completed October 30, 1923   | 11                          |                              |                           |           |
| 12. Hayden street                  | Father avenue.              | Everett street                   | Hubland Contracting Company. |                       |                      |                    | 951         | 19,934                     | 4,653.71   | 4,238.88       |                 |                | 48.00        |             |                 |              | 324.44         | 241.64                  | 2.75                   |                        |                            |                                 |          |                | 440   |                              | 10,934                      | Completed July 19, 1924      | 12                        |           |
| 13. Holton street                  | Franklin street             | 190 feet south of Eldridge road. | Patrick J. Duffy             |                       | 1,375                | 9,412              | 339.41      | 339.41                     |            |                |                 |                |              |             |                 |              |                |                         |                        |                        |                            |                                 |          |                |       | Completed September 13, 1923 | 13                          |                              |                           |           |
| 14. Hyde Park avenue (east side).  | Finch street.               | 200 feet southerly               | Patrick J. Duffy             |                       | 194                  | 1,864              | 85.29       | 85.29                      |            |                |                 |                |              |             |                 |              |                |                         |                        |                        |                            |                                 |          |                |       | Completed October 20, 1923   | 14                          |                              |                           |           |
| 15. Hyde Park avenue (west side)   | East Fifth street           | 95 feet north                    | Joseph A. Singarella         |                       | 93                   | 642                | 33.33       | 33.33                      |            |                |                 |                |              |             |                 |              |                |                         |                        |                        |                            |                                 |          |                |       | Work done 1923               | 15                          |                              |                           |           |
| 16. 1 street                       | Washington street           | 715 feet southerly               | Henry F. Malley              |                       | 728                  | 4,537              | 5,635.84    | 1,910.30                   | 1,228.33   | 733'           | 207.00          | 7,600          |              |             |                 |              | 331.74         | 34.02                   | 2.25                   | 1.75                   |                            |                                 |          |                | 686   |                              | 4,537                       | Completed October 15, 1924   | 16                        |           |
| 17. Lake street (west side)        | At No 41                    |                                  | Patrick J. Duffy             |                       | 160                  | 444                | 33.00       | 33.00                      |            |                |                 |                |              |             |                 |              |                |                         |                        |                        |                            |                                 |          |                |       | Completed August 17, 1923    | 17                          |                              |                           |           |
| 18. Larcher street (north side)    | Duncan street               | Clayton street                   | Joseph A. Singarella         |                       | 430                  | 3,643              | 4,214.15    | 2,487.32                   | 1,625.63   | 929'           |                 |                |              |             |                 |              | 304.91         | 193.68                  | 2.79                   |                        |                            |                                 |          |                | 894   |                              | 5,643                       | Completed October 16, 1924   | 18                        |           |
| 19. Leonard street                 | Eusta street                | Dudley street                    | Joseph A. Singarella         |                       | 476                  | 2,800              | 165.63      | 193.63                     |            |                |                 |                |              |             |                 |              |                |                         |                        |                        |                            |                                 |          |                |       | Completed November 13, 1923  | 19                          |                              |                           |           |
| 20. Mansfield street               | Cambridge street            | Alcott street                    | Joseph A. Singarella         |                       | 618                  | 8,918              | 2,586.98    | 2,236.42                   | 171.24     | 463'           |                 |                |              |             |                 |              | 47.28          | 69.04                   | 3.90                   |                        |                            |                                 |          |                | 731   |                              | 5,918                       | Completed August 17, 1923    | 20                        |           |
| 21. Marshfield street              | Robey street                | Norfolk avenue                   | Henry F. Malley              |                       | 250                  |                    | 2,183.37    | 918.84                     | 828.68     | 463'           | 180.00          | 9,000          |              |             |                 |              | 171.06         | 89.54                   | 4.50                   | 1.75                   |                            |                                 |          |                | 489   |                              |                             | Completed September 24, 1924 | 21                        |           |
| 22. Morton street (south side)     | Forest Hills avenue         | 195 feet northeast               | Patrick J. Duffy             |                       |                      |                    | 5,716       | 1,486.19                   | 481.61     | 172.43         | 99'             |                |              |             |                 |              |                |                         |                        |                        |                            |                                 |          |                |       | Completed December 10, 1923  | 22                          |                              |                           |           |
| 23. Old road                       | Gleadow street              | 192 feet                         | Joseph A. Singarella         |                       | 358                  | 1,300              | 1,500.22    | 735.23                     | 172.43     | 99'            | 102.00          | 6,400          |              |             |                 |              | 164.61         | 211.00                  | 4.15                   |                        |                            |                                 |          |                | 345   |                              |                             | Completed November 1, 1924   | 23                        |           |
| 24. Orono street.                  | Wren street                 | 150 feet easterly                | Henry F. Malley              |                       | 188                  | 2,249              | 2,047.71    | 1,294.93                   | 454.68     | 308'           | 108.00          | 3,600          |              |             |                 |              | 170.51         | 34.52                   | 4.00                   | 1.75                   |                            |                                 |          |                | 488   |                              | 2,249                       | Completed December 22, 1923  | 24                        |           |
| 25. Peruvial street (west side)    | Eaton square                | 367 feet east of Hartford street | Henry F. Malley              |                       | 175                  | 1,382              | 2,047.71    | 1,294.93                   | 454.68     | 308'           | 108.00          | 3,600          |              |             |                 |              | 170.51         | 34.52                   | 4.00                   | 1.75                   |                            |                                 |          |                | 488   |                              | 2,249                       | Completed December 13, 1923  | 25                        |           |
| 26. Robin Hood street              | 192 feet                    |                                  | Henry F. Malley              |                       | 175                  | 1,382              | 2,047.71    | 1,294.93                   | 454.68     | 308'           | 108.00          | 3,600          |              |             |                 |              | 170.51         | 34.52                   | 4.00                   | 1.75                   |                            |                                 |          |                | 488   |                              | 2,249                       | Completed August 29, 1924    | 26                        |           |
| 27. Robin Hood street              | 192 feet                    |                                  | Henry F. Malley              |                       | 175                  | 1,382              | 2,047.71    | 1,294.93                   | 454.68     | 308'           | 108.00          | 3,600          |              |             |                 |              | 170.51         | 34.52                   | 4.00                   | 1.75                   |                            |                                 |          |                | 488   |                              | 2,249                       | Completed August 21, 1924    | 27                        |           |
| 28. Rosin street                   | Montague street             | Doran street                     | Joseph A. Singarella         |                       |                      |                    | 987         | 5,873                      | 557.15     | 57.15          |                 |                |              |             |                 |              |                |                         |                        |                        |                            |                                 |          |                |       | Work done 1923               | 28                          |                              |                           |           |
| 29. Rosin street (north side)      | At No 28 to No. 32          |                                  | Henry F. Malley              |                       | 94                   | 670                | 440.64      | 249.48                     | 155.36     | 88'            |                 |                |              |             |                 |              | 34.54          |                         | 95                     |                        |                            |                                 |          |                | 88    |                              | 576                         | Completed December 21, 1923  | 29                        |           |
| 30. Round Hill street.             | Gay Head street.            | Dry street                       | Henry F. Malley              |                       | 785                  | 9,974              | 6,201.78    | 4,068.38                   | 1,514.70   | 746'           | 254.00          | 10,700         |              |             |                 |              | 14.00          | 344.28                  | 34.52                  | 5.00                   |                            |                                 |          |                | 1,319 |                              | 9,974                       | Completed September 12, 1924 | 30                        |           |
| 31. St. Rose street                | At No 15 to 45 and 36 to 44 |                                  | Henry F. Malley              |                       | 406                  | 3,563              | 3,087.69    | 1,941.61                   | 1,372.56   | 746'           | 254.00          | 10,700         |              |             |                 |              | 11.50          | 118.83                  | 80.30                  | 4.5                    |                            |                                 |          |                | 729   |                              | 3,563                       | Completed October 24, 1924   | 31                        |           |
| 32. Schiller street                | Heath street                | Menden street                    | Hubland Contracting Company. |                       |                      |                    | 83.14       | 83.14                      |            |                |                 |                |              |             |                 |              |                |                         |                        |                        |                            |                                 |          |                |       | Work done 1923               | 32                          |                              |                           |           |
| 33. Shannon street                 | Washington street.          | Union street                     | Henry F. Malley              |                       | 797                  | 9,507              | 6,421.19    | 3,687.67                   | 2,494.77   | 1,540'         |                 |                |              |             |                 |              | 302.38         | 80.94                   | 7.35                   | 1.75                   |                            |                                 |          |                | 1,415 |                              | 9,507                       | Completed October 7, 1924    | 33                        |           |
| 34. Sunnyside street               | Centre street               | Crestline street.                | Joseph A. Singarella         |                       | 31                   | 294                | 183.79      | 117.05                     |            |                |                 |                |              |             |                 |              |                |                         |                        |                        |                            |                                 |          |                |       | Completed December 6, 1923   | 34                          |                              |                           |           |
| 35. Water street (west side)       | At No 46-50                 |                                  | Henry F. Malley              |                       | 31                   | 294                | 183.79      | 117.05                     |            |                |                 |                |              |             |                 |              |                |                         |                        |                        |                            |                                 |          |                |       | Completed October 20, 1924   | 35                          |                              |                           |           |
| 36. Wilbush street (west side).    | Washington street.          | Forest Hills avenue              | Henry F. Malley              |                       | 1,451                | 9,186              | 3,717.99    | 3,340.74                   | 31.92      | 13'            |                 |                |              |             |                 |              | 254.19         | 46.03                   | 3.95                   | 1.75                   |                            |                                 |          |                | 1,464 |                              | 9,186                       | Completed September 26, 1924 | 36                        |           |
| 37. Widenmeyer road                | Broughton avenue            | 197 feet northwest               | Henry F. Malley              |                       | 794                  | 8,708              | 3,052.06    | 2,784.50                   | 48.42      | 10'            |                 |                |              |             |                 |              | 145.25         | 51.78                   | 1.20                   | 1.75                   |                            |                                 |          |                | 836   |                              | 8,708                       | Completed October 29, 1924   | 37                        |           |
| 38. Wren street                    | Urope street                |                                  | Joseph A. Singarella         |                       |                      |                    | 962         | 79.58                      | 77.58      |                |                 |                |              |             |                 |              |                |                         |                        |                        |                            |                                 |          |                |       |                              | Completed December 13, 1923 | 38                           |                           |           |
| 39. Wrentham street                | Dorchester avenue.          | Bruce street                     | Henry F. Malley              |                       | 1,042                | 10,805             | 8,210.28    | 5,015.56                   | 2,396.74   | 1,355'         | 479.55          | 15,385         |              |             |                 |              | 227.38         | 86.30                   | 3.00                   | 1.75                   |                            |                                 |          |                | 1,559 |                              | 10,805                      | Completed August 16, 1924    | 39                        |           |

† Excavation.

‡ Credit \$54.

§ Credit \$42.

| Date | Description | Amount |
|------|-------------|--------|
| 1890 | Jan 1       | 100.00 |
| 1891 | Feb 1       | 100.00 |
| 1892 | Mar 1       | 100.00 |
| 1893 | Apr 1       | 100.00 |
| 1894 | May 1       | 100.00 |
| 1895 | Jun 1       | 100.00 |
| 1896 | Jul 1       | 100.00 |
| 1897 | Aug 1       | 100.00 |
| 1898 | Sep 1       | 100.00 |
| 1899 | Oct 1       | 100.00 |
| 1900 | Nov 1       | 100.00 |
| 1901 | Dec 1       | 100.00 |
| 1902 | Jan 1       | 100.00 |
| 1903 | Feb 1       | 100.00 |
| 1904 | Mar 1       | 100.00 |
| 1905 | Apr 1       | 100.00 |
| 1906 | May 1       | 100.00 |
| 1907 | Jun 1       | 100.00 |
| 1908 | Jul 1       | 100.00 |
| 1909 | Aug 1       | 100.00 |
| 1910 | Sep 1       | 100.00 |

## HIGHWAY DIVISION — PAVING SERVICE — DETAIL OF WORK DONE BY CONTRACT AND CHARGED TO APPROPRIATION "HIGHWAYS MAKING OF."



# PUBLIC WORKS DEPARTMENT.

## HIGHWAY DIVISION -- PAVING SERVICE -- DETAIL OF WORK DONE BY CONTRACT AND CHARGED TO APPROPRIATION "SPECIAL APPROPRIATIONS."

|     | STREET                        | From    | To | Contractor                         | Pavement                | Length,<br>Linear<br>Feet.  | Area,<br>Square<br>Yards. | Total Cost. | Amount<br>Paid to<br>Contractor. | MATERIALS. |           |                |           |                 |           |                |            | EXPENSES.    |             |                 |              |                | WORK DONE.                 |                             |                                      |                               |                                    |                | PROGRESS |
|-----|-------------------------------|---------|----|------------------------------------|-------------------------|---|---------------------------|-------------|----------------------------------|------------|-----------|----------------|-----------|-----------------|-----------|----------------|------------|--------------|-------------|-----------------|--------------|----------------|----------------------------|-----------------------------|--------------------------------------|-------------------------------|------------------------------------|----------------|----------|
|     |                               |         |    |                                    |                         |   |                           |             |                                  | EDGESTONE. |           | GRANITE BLOCK. |           | SIDEWALK BRICK. |           | MISCELLANEOUS. |            | Engineering. | Inspection. | Traveling, etc. | Advertising. | Miscellaneous. | Excavation and<br>Filling. | Edgestone set<br>and Reest. | Brick Sidewalk<br>Laid and<br>Reest. | Roadway Paved<br>and Repaved. | Artificial Stone<br>Sidewalk Laid. | Miscellaneous. |          |
|     |                               |         |    |                                    |                         |   |                           |             |                                  | Cost.      | Quantity. | Cost.          | Quantity. | Cost.           | Quantity. | Cost.          | Quantity.  |              |             |                 |              |                | Cubic<br>Yards.            | Linear<br>Feet.             | Square<br>Yards.                     | Square<br>Yards.              | Square<br>Feet.                    |                |          |
| 1 . | Cambridge and Court streets.. | No. 624 |    | Widening and construction . . .    | Coleman Brothers, Inc . | Filling . . . . .   |                           | \$3,963 16  | \$1,384 65                       |            |           |                |           |                 |           | \$2,568 50     | \$2,003 95 |              | \$5 00      |                 |              |                |                            |                             |                                      |                               | Work not completed.                | 1              |          |
| 2 . | Garage, Albany street . . .   |         |    | Erection unfinished,<br>from 1923. | {                       | City forces<br>J. B. Dolan (1924) . . .<br>Mulhall & Holmes (1924). |                           | 88,762 68   | 71,887 83                        | 3,771 23   |           |                |           |                 |           |                |            | 925 33       |             | \$9 00          |              |                |                            |                             |                                      |                               |                                    | Completed 1921 | 2        |
|     |                               |         |    |                                    |                         |   |                           |             |                                  |            |           |                |           |                 |           |                |            |              |             |                 |              |                |                            |                             |                                      |                               |                                    |                |          |
|     |                               |         |    |                                    |                         |   |                           |             |                                  |            |           |                |           |                 |           |                |            |              |             |                 |              |                |                            |                             |                                      |                               |                                    |                |          |
| 3 . |                               |         |    |                                    |                         |   |                           |             |                                  |            |           |                |           |                 |           |                |            |              |             |                 |              |                |                            |                             |                                      |                               |                                    |                |          |
| 4 . | Stuart street.                |         |    |                                    |                         |   |                           | 627 86      |                                  |            |           |                |           |                 | 607 00    | *              | 20 86      |              |             |                 |              |                |                            |                             |                                      | Work done 1922, 1923          | 4                                  |                |          |

\* Demurrage



## PUBLIC WORKS DEPARTMENT.

DETAIL OF WORK DONE BY HIGHWAY DIVISION - PAVING SERVICE FORCE.

<sup>a</sup> The first two groups are from the same locality.



## PUBLIC WORKS DEPARTMENT.

## HIGHWAY DIVISION — PAVING SERVICE — DETAIL OF WORK DONE BY CONTRACT AND CHARGED TO APPROPRIATION "RECONSTRUCTING AND REPAIRING STREETS BY CONTRACT."

\* Includes Leverett street from Charles street to Brighton street

<sup>1</sup> Credit 1878-42<sup>3</sup> Credit 3957 0/1**is Credit \$1,859.54**

\_\_\_\_\_

\_\_\_\_\_

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

† Credit: \$728.00  
‡ Credit: \$162.14<sup>2</sup> Credit: \$61.08.  
<sup>3</sup> Credit: \$174.00.

⑩ Credit \$231.00  
⑪ Credit \$358.00

4 Credit \$1.50

\* Credit \$126.00

18 \$12,170.50 paid

Arbes, Agents.

<sup>4</sup> Credit 521 (0)

<sup>a</sup> C-credit: 245.00

<sup>a</sup> 2.5 bacteria / μm<sup>2</sup>



# PUBLIC WORKS DEPARTMENT.

## HIGHWAY DIVISION — PAVING SERVICE — DETAIL OF WORK DONE BY CONTRACT AND CHARGED TO APPROPRIATION "STREET IMPROVEMENTS."

| STREET.                   | From  | To                        | Contractor               | Pavement               | Length,<br>Linear<br>Feet. | Area,<br>Square<br>Yards | Total Cost. | Amount<br>Paid to<br>Contractor. | MATERIALS  |          |               |          |                |          |                |           | EXPENSES     |            |                 |              |                | WORK DONE                  |                             |                                      |                               |                                       |                          | Progress.                   |  |  |
|---------------------------|---|---------------------------|--------------------------|------------------------|----------------------------|--------------------------|-------------|----------------------------------|------------|----------|---------------|----------|----------------|----------|----------------|-----------|--------------|------------|-----------------|--------------|----------------|----------------------------|-----------------------------|--------------------------------------|-------------------------------|---------------------------------------|--------------------------|-----------------------------|--|--|
|                           |   |                           |                          |                        |                            |                          |             |                                  | EDGESTONE. |          | GRANITE BLOCK |          | SIDEWALK BRICK |          | MISCELLANEOUS. |           | Engineering. | Inspection | Traveling, etc. | Advertising. | Miscellaneous. | Excavation and<br>Filling. | Edgestone Set<br>and Reest. | Brick Sidewalk<br>Laid and<br>Reest. | Roadway Paved<br>and Repaved. | Artificial Stone<br>Sidewalk<br>Laid. | Miscellaneous.           |                             |  |  |
|                           |   |                           |                          |                        |                            |                          |             |                                  | Cost.      | Quantity | Cost          | Quantity | Cost.          | Quantity | Cost.          | Quantity. |              |            |                 |              |                | Cubic<br>Yards.            | Linear<br>Feet.             | Square<br>Yards                      | Square<br>Yards               | Square<br>Feet.                       | Miscellaneous.           |                             |  |  |
| 1. A street...            | Near Mount Washington avenue .                                | ....                      |                          |                        |                            |                          | \$30 00     |                                  |            |          |               |          |                |          |                | \$50 00   |              |            |                 |              |                |                            |                             |                                      |                               |                                       |                          |                             |  |  |
| 2. Everett street         | Southerly approach to bridge over<br>Boston & Albany Railroad |                           | P. J. Dunn & Company ... | Gas pipe fence.        | 388                        |                          | 1,289 21    | \$973 25                         |            |          |               |          |                |          |                | 201 85    | \$103 50     | \$1 60     | \$0 00          |              |                |                            |                             |                                      |                               |                                       |                          | Completed November 23, 1924 |  |  |
| 3... Northwood street     | Leyden street   | Gladstone street          | Henry F. Mallery         | Artificial stone steps | 190                        |                          | 13,591 01   | 12,700 00                        |            |          |               |          |                |          |                | 516 38    | 371 78       | 2 83       |                 |              |                |                            |                             |                                      |                               |                                       | Completed July 3, 1924.  |                             |  |  |
| 4... Washington street... | Denton terrace  | West Roxbury Parkway,.... | M. F. Gadda              | Bitulithic             | 2,643                      | 12,457                   | 22,850 92   | 19,808 36                        | \$15 96    |          | \$2,790 00    | 46,509   |                |          | \$59 23        | 242 61    | 234 74       |            |                 |              |                |                            |                             | 3,853                                |                               |                                       | Completed June 12, 1924. |                             |  |  |



## STREET OPENINGS.

Under Classes 1 and 2 of the schedule of permit fees, permits were issued for openings in public ways as follows:

| TO WHOM ISSUED.  | Number of Permits. | Length in Feet. |
|--|--------------------|-----------------|
| Sewer and Water Services.....  | 2,472              | 39,552          |
| Boston Consolidated Gas Company.....   | 1,747              | 43,050          |
| Boston Elevated Railway Company.....   | 186                | 99,757          |
| Dedham and Hyde Park Gas and Electric Company.....   | 110                | 6,804           |
| Edison Electric Illuminating Company.....  | 4,275              | 299,250         |
| New England Telephone and Telegraph Company, Quincy Market Cold Storage and Warehouse Company..... | 169                | 13,004          |
| Miscellaneous.....   | 51                 | 987             |
| Emergency permits.....   | 790                | 104,934         |
| Emergency permits used and returned.....   | 846                |                 |
|  | 778                | 19,540          |
| Totals.....  | 10,578             | 526,878         |

Making a total length of openings approximately one hundred miles.

Total of all permits issued 21,222.

Permits for other than street openings have been issued as follows:

|  |               |
|--|---------------|
| Cleaning snow from roof . . . . .                | 41            |
| Erecting and repairing awnings . . . . .         | 840           |
| Erecting and repairing buildings . . . . .       | 1,612         |
| Painting or minor repairs on buildings . . . . . | 5,272         |
| Moving buildings in streets . . . . .            | 12            |
| Feeding horses in streets . . . . .              | 62            |
| Placing signs flat on buildings . . . . .        | 1,250         |
| Projecting signs from buildings . . . . .        | 129           |
| Raising and lowering safes, etc. . . . .         | 124           |
| Emergency permits for above . . . . .            | 500           |
| Special permits . . . . .                        | 802           |
| Total . . . . .                                  | <u>10,644</u> |

The revenue from issuing permits amounted to \$33,766.97, divided as follows:

|                           |                    |
|---------------------------|--------------------|
| Street openings . . . . . | \$5,974 50         |
| Other purposes . . . . .  | 27,792 47          |
| Total . . . . .           | <u>\$33,766 97</u> |

Of this amount \$28,417.37 was deposited with the City Collector and \$5,349.60 was billed to public service corporations.

#### BONDS.

There are now on file 2,507 surety company bonds in amounts of one, three and twenty thousand dollars covering the city against claims for damages, etc, through the use of permits.

#### DEFECTS IN SIDEWALKS AND ROADWAYS.

Fourteen thousand six hundred and twenty nine notices were sent to the foremen of paving districts, contractors, public service corporations and others to make repairs to pavement defects for which they were responsible.

Eighty-one notices were sent to property owners to repair defective conditions for which they were liable.

## APPENDIX D.

REPORT OF THE DIVISION ENGINEER OF  
THE SEWER AND SANITARY DIVISION.

BOSTON, February 1, 1925.

MR. JOSEPH A. ROURKE,  
*Commissioner of Public Works.*

DEAR SIR,—I submit herewith a statement of the activities, operations and expenditures of the various services of the Sewer and Sanitary Division for the year ending January 31, 1925.

The maintenance expenditures of the Sewer and Sanitary Division were as follows:

|                            |                       |
|----------------------------|-----------------------|
| Sewer Service . . . . .    | \$632,455 15          |
| Sanitary Service . . . . . | 2,852,373 69          |
| Total . . . . .            | <u>\$3,484,828 84</u> |

## SEWER SERVICE.

During the year 1924–25 there were built throughout the city 10.468 miles of sanitary sewers and surface drains.

Two hundred ninety-one catch-basins were built or rebuilt, making a total number under the care of the Sewer Service on February 1, 1925, of 16,843.

Ten thousand three hundred twenty-seven catch-basins and 160 drop inlets were cleaned out by contract and a total of 34,176.85 cubic yards of material removed therefrom.

Two thousand nine hundred and four permits have been issued, as follows: 289 to district foremen, 299 to contractors, and 2,316 to licensed drain layers for repairing or laying new house drains.

Entrance fees to the amount of \$9,148.10 have been deposited with the City Treasurer for collection from

estates for which no sewer assessment was ever paid, in accordance with Ordinances of 1910, chapter 9, section 10.

Plans for the assessment of estates for sewer construction have been furnished the Board of Street Commissioners, representing 25,733.09 linear feet of sewers and appurtenances, costing \$247,886.16.

One thousand three hundred fifty-six complaints have been investigated and a report in writing has been made in each case.

In the city proper, the principal construction work was the building of the sewer in Congress street, between Atlantic avenue and Purchase street. The old sewer in Devonshire street opposite the First National Bank Building was rebuilt for the bank by the firm of Stone & Webster.

In Roxbury, new sewers were built in Elm Hill avenue, between Seaver street and Schuyler street; in Bolster street, between Mozart street and Wyman street; in Mark street, from Day street easterly, and in Harishof street, between Warren street and Humboldt avenue.

In South Boston, a small sewer was built in P street, between Columbia road and East Sixth street.

In Dorchester, another section of the Dorchester Brook sewer was built in Humphreys street and the sewer is now completed of the required size between Norfolk avenue at the Edison Plant and Dudley street.

In Brighton, Shepard brook, easterly branch, was built in private land between Everett street and Hichborn street, to care for the large manufacturing plants now being located here. Pipe sewer and surface drains were also built in Nottinghill road and Foster street.

In West Roxbury, pipe sewers have been built in the Parkvale road area, which will relieve floodings in a newly built-up area. Pipe sewers have also been built in Bradeen street, private land and Stellman road, and the outlet for the Germantown district has been completed through Washington street and East street to the state sewer in Dedham.

In Charlestown, a 10-inch pipe sewer was built in Crescent street between Roland street and Cambridge street.

In East Boston, the Moore street overflow has been rebuilt and extended to tidewater.

At the Calf Pasture pumping station, new iron floors and ladders have been built in the filth hoist house. A duplicate oil feed line has been installed for the new oil-burning boilers and a contract let for electrical motive power for No. 1 and No. 2 centrifugal pumps.

#### SANITARY AND STREET CLEANING SERVICE.

The collection and disposal of a city's waste is a problem involving matters of vital importance to the comfort, convenience and health of every citizen. A satisfactory solution of the problem presented by municipal waste will mean more than the efficient removal of useless or offensive material from the premises of the household. It will result in the passing of littered streets, befouled alleys, and rubbish covered vacant lots, and it will add much toward higher standards of community cleanliness.

The satisfactory solution of the waste problem in any large city is considered a municipal responsibility in the larger sense, but it also involves individual responsibility for every citizen. The citizen in many cases ignores this responsibility and nothing will bring more forcefully to the individual a sense of his duty than complete and efficient performance by municipal authorities of their own share of the work.

To secure sanitary economical methods of refuse collection, suitable equipment must be provided, and during the past year two large Pierce Arrow motor trucks have been added with special equipped bodies and nine steel bodied trailers. These trailers are specially constructed and well adapted for the transportation of garbage and have been used to advantage also in the transportation of rubbish and ashes.

The tendency for improvement in the design of equipment for the character of work to be performed in the Sanitary Service is manifest, since officials have begun to realize the betterments that can be made in equipment for a more sanitary collection. The Sanitary Service has at present eight Pierce Arrow trucks, 5-ton 10 cubic yard capacity, working on the collection of ashes; also three Reos and two Fords on the collection of garbage. This motor equipment has proven very satisfactory, and the motorization of the whole service could be consistently recommended.

During the past year the question of obtaining dumps for the disposal of ashes and rubbish in districts outside of the ten-year contract with the Coleman Company has become very serious. It is also only a question of a very short time before the large South Bay dump furnished by the Coleman Company under their contract will be filled, and it will become necessary to build a Receiving Station for ashes and rubbish at our Albany Street Yard. Such a station would not only result in a great saving on depreciation and equipment but would accelerate the collection of rubbish and ashes in the Roxbury, South End, and Back Bay districts, and could be so designed that at the expiration of the Coleman contract in 1932, with certain changes and additions, it would be available for an incineration plant.

Difficulty in obtaining dumps in the Charlestown district is also acute. It will be necessary to secure additional facilities in the near future for the disposal of the ashes and rubbish in this district.

Incineration, disposal by burning or destruction by fire, seems to be the only successful method from a sanitary standpoint of alleviating this nuisance.

#### STREET CLEANING.

Methods of street cleaning have undergone some changes in the past five or six years. Mechanical apparatus has taken the place of hand sweepers on most of our smooth streets. In Boston, as in all large cities, it is still necessary to use hand brooms and horse-drawn sweepers in some of our rough paved streets. I am firmly of the opinion that motor apparatus will have been so developed and perfected within the next few years that the elimination of all horses in the Street Cleaning Service will be possible.

The parking of automobiles seriously interferes with the operation of the Street Cleaning Department in all large cities. With the exception of the White Wings, or pick-up men, daylight cleaning has been abandoned. Night cleaning is less satisfactory and more expensive than day cleaning, but changed traffic conditions and parking have made it necessary.

The methods used in the City of Boston for street cleaning are quite satisfactory, but as a clean city is dependent upon well paved streets, until Boston has

finished its proposed paving program, we cannot expect to have a spotless town. The rapid growth of the smooth pavement in our suburban districts calls for an extension of the street cleaning activities to those sections of the city. This means an additional appropriation for the purchase of motor and other necessary equipment. With this additional motor equipment and the great improvement for its housing by the building of a municipal garage, this Service will be in a most advantageous position to produce better results in municipal cleanliness.

Yours respectfully,

E. F. MURPHY,  
*Division Engineer.*

SEWER SERVICE.

The work of the Sewer Service is carried on under chapters 28 and 40, Revised Ordinances of 1914, and the following statutes:

- Chapter 426, 1897, as amended by 450, 1899 and 268, 1903.
- Chapter 383, 1903, as amended by 464, 1907.
- Chapter 550, 1907.
- Chapter 204, 1908.
- Chapter 514, 1908.
- Chapter 74, Special Acts, 1918.

THE DUTIES OF THE SEWER SERVICE.

- 1. Preparation of plans for sewerage works.
- 2. Construction and maintenance of all drainage works.
- 3. Investigation of complaints in regard to defective drainage.
- 4. The granting of permits for sewer construction.
- 5. The preparation of plans for the assessment of the cost of sewer construction.
- 6. The examination of the plans of other corporations proposing to construct works in public streets with reference to their probable interference with sewerage works.

|   |             |
|---|-------------|
| Employees on pay roll January 31, 1924 . . . . .              | 326         |
| Employees on pay roll January 31, 1925 . . . . .              | 323         |
| Weekly pay roll for week including January 31, 1924 . . . . . | \$10,202 91 |
| Weekly pay roll for week including January 31, 1925 . . . . . | \$11,224 30 |
| Monthly pay roll January 31, 1924 . . . . .                   | \$400 00    |
| Monthly pay roll January 31, 1925 . . . . .                   | \$400 00    |
| Monthly pension roll January 31, 1924:                        |             |
| Veterans . . . . .  | \$455 21    |
| Laborers . . . . .  | \$421 52    |
| Monthly pension roll January 31, 1925:                        |             |
| Veterans . . . . .  | \$343 88    |
| Laborers . . . . .  | \$240 76    |

Average weekly pay roll, including monthly roll  
and exclusive of pension roll for fiscal year,  
charged as follows:

|   |             |
|---|-------------|
| Maintenance . . . . .   | *\$7,586 19 |
| Construction . . . . .  | \$3,964 89  |
| Average number of men employed . . . . .  | 331         |
| Men on pension roll January 31 1924:  |             |
| Veterans . . . . .  | 9           |
| Laborers . . . . .  | 14          |
| Men on pension roll January 31, 1925:   |             |
| Veterans . . . . .  | 7           |
| Laborers . . . . .  | 8           |
| Average number of horses maintained by the<br>service during the year . . . . . | 17          |
| Rate of wages paid to common laborers . . . . .                                 | \$4 50      |

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\* Includes amount charged to Paving Service, \$165.

## Financial Statement from February 1, 1924, to January 31, 1925.

| Object.                                    | Balances<br>on Hand<br>Feb. 1, 1924. | Appropriations<br>Loans and<br>Revenue. | Transfers to. | Transfers from. | Total Credits. | Expenditures<br>During the<br>Year. | Balances<br>on Hand<br>Jan. 31, 1925. |
|--|--------------------------------------|---|---------------|-----------------|----------------|-------------------------------------|---------------------------------------|
| Sewer Service.....                         | .....                                | \$665,572 64                            | .....         | \$29,643 90     | \$635,928 74   | \$635,928 74                        |                                       |
| Sewerage works.....                        | \$52,470 15                          | 1,000,610 60                            | .....         | .....           | 1,053,080 75   | 853,784 21                          | \$199,296 54                          |
| Sewerage works Charles<br>River Basin..... | 58,541 63                            | .....                                   | .....         | .....           | 58,541 63      | 50,570 56                           | 7,971 07                              |
| Totals.....                                | \$111,011 78                         | \$1,666,183 24                          | .....         | \$29,643 90     | \$1,747,551 12 | \$1,540,283 51                      | \$207,267 61                          |





MAINTENANCE EXPENDITURES FEBRUARY 1, 1924, TO  
JANUARY 31, 1925.

SEWER SERVICE.

*Improved Sewerage.*

|  |              |                    |
|--|--------------|--------------------|
| Pumping Station, Calf Pasture, inside . . . . .  | \$100,836 70 |                    |
| Pumping Station, Calf Pasture, outside . . . . . | 36,034 40    |                    |
| Pumping Station, Calf Pasture, engines . . . . . | 46,245 80    |                    |
| Pumping Station, Calf Pasture, boilers . . . . . | 23,014 79    |                    |
| Pumping Station, Union Park street . . . . .     | 7,970 72     |                    |
| Pumping Station, Summer street . . . . .         | 1,381 71     |                    |
| Pumping Station, Hyde Park . . . . .             | 1,073 96     |                    |
|  |              | \$216,558 08       |
| Moon Island . . . . .                            |              | 21,976 10          |
| Main and intercepting sewers . . . . .           |              | 16,177 70          |
|  |              | <hr/> \$254,711 88 |

*Stony Brook.*

|                       |          |
|-----------------------|----------|
| Maintenance . . . . . | 6,608 22 |
|-----------------------|----------|

*Miscellaneous Maintenance Charges.*

|  |                   |
|--|-------------------|
| Cleaning catch-basins . . . . .        | 110,872 22        |
| Yards and lockers . . . . .            | 292 96            |
| Employed at yards . . . . .            | 29,922 06         |
| Automobiles . . . . .                  | \$18,959 94       |
| Horses, carts, harnesses, etc. . . . . | 9,566 36          |
| Teaming . . . . .                      | 11,431 04         |
|  | <hr/> \$39,957 34 |

|   |           |  |
|---|-----------|--|
| Less amount earned by service teams and auto trucks . . . . . | 17,732 10 |  |
|---|-----------|--|

|  |            |           |
|--|------------|-----------|
|  |            | 22,225 24 |
| Cleaning sewers . . . . .                      |            | 53,283 60 |
| Office salaries . . . . .                      |            | 19,227 78 |
| Office expense . . . . .                       |            | 2,514 93  |
| Repairing department buildings . . . . .       | \$2,506 25 |           |
| Repairing catch-basins, South Boston . . . . . | 1,344 38   |           |
| Repairing catch-basins, East Boston . . . . .  | 1,501 98   |           |
| Repairing catch-basins, Charlestown . . . . .  | 1,456 53   |           |
| Repairing catch-basins, Brighton . . . . .     | 531 27     |           |
| Repairing catch-basins, West Roxbury . . . . . | 1,688 26   |           |
| Repairing catch-basins, Dorchester . . . . .   | 4,042 74   |           |
| Repairing catch-basins, Hyde Park . . . . .    | 166 58     |           |
| Repairing catch-basins, Roxbury . . . . .      | 2,524 54   |           |
| Repairing catch-basins, city proper . . . . .  | 4,352 72   |           |
| Repairing sewers, South Boston . . . . .       | 2,699 48   |           |
| Repairing sewers, East Boston . . . . .        | 5,241 16   |           |
| Repairing sewers, Charlestown . . . . .        | 2,045 06   |           |
| Repairing sewers, Brighton . . . . .           | 933 33     |           |
| Repairing sewers, West Roxbury . . . . .       | 3,139 93   |           |
| Repairing sewers, Dorchester . . . . .         | 5,612 35   |           |

*Carried forward* . . . . . \$39,786 56 \$499,658 89

|                                    |             |                     |
|------------------------------------|-------------|---------------------|
| <i>Brought forward</i>             | \$39,786 56 | \$499,658 89        |
| Repairing sewers, Hyde Park        | 516 20      |                     |
| Repairing sewers, Roxbury          | 4,992 24    |                     |
| Repairing sewers, city proper      | 4,914 36    |                     |
|                                    |             | 50,209 36           |
| Pension roll (veterans)            |             | 4,872 05            |
| Pension roll (laborers)            |             | 3,692 49            |
| Annuities                          |             | 351 00              |
| Fuel and oil                       |             | 2,630 86            |
| Hardware tools, etc.               |             | 5,262 42            |
| Engines and boilers                |             | 385 63              |
| Sundries and miscellaneous charges |             | 48,836 97           |
| Telephones                         |             | 367 78              |
| House connections                  |             | 11,581 69           |
| Rubber goods                       |             | 819 42              |
| Gatehouse, Fenway                  |             | 4,276 21            |
| Stock                              |             | 13,274 99           |
|                                    |             | <u>\$646,219 76</u> |

*Credit.*

|   |            |                     |
|---|------------|---------------------|
| Stock transferred and used in construction        | \$9,459 45 |                     |
| Fuel and oil transferred and used in construction | 831 57     |                     |
|   |            | 10,291 02           |
|   |            | <u>\$635,928 74</u> |

*Charges to Various Parties for Work Done and Material Furnished, etc.*

|   |                    |
|---|--------------------|
| Frank Weiss   | \$13 35            |
| M. A. French  | 6 67               |
| Metropolitan Water and Sewerage Division                | 10,300 00          |
| Francis X. Courtney                                     | 15 49              |
| Edward A. Moore   | *21 47             |
| A. A. Knight & Son Corporation                          | 7 75               |
| Humboldt Garage   | 7 50               |
| Charles Breiding  | 3 88               |
| Egleston Square Garage                                  | 15 00              |
| F. C. Troop   | 15 00              |
| Frank Mason   | 6 67               |
| George E. Cherry  | 22 78              |
| Cobb Theater  | 7 75               |
| George C. Irwin Company                                 | 7 75               |
| Nora Belideau   | 7 50               |
| R. H. McDowell  | 7 67               |
| The Employers Liability Assurance Corporation, Limited, | 117 75             |
| Louis Martinello  | 9 82               |
| William Quinn   | 5 00               |
| J. Miller   | 11 10              |
| Leo Heller  | 91 00              |
| J. P. Perry & Company, Inc.                             | 7 50               |
| Knickerbocker Garage                                    | 7 75               |
| D. Carmody  | 7 50               |
| Joseph Cagginano  | 7 75               |
| P. F. Doyle   | 10 00              |
| M. Berson   | 25 00              |
| M. Berson   | *2 13              |
| Transit Department                                      | 33 00              |
|   | <u>\$10,801 53</u> |

*Carried forward*

\* Uncollected 1924-25.

|   |             |
|---|-------------|
| <i>Brought forward</i>                      | \$10,801 53 |
| Parkway Realty Company                      | †100 00     |
| Lally Brothers                              | 8 50        |
| Frank Greens                                | 4 00        |
| H. P. Dodge                                 | 8 38        |
| Maurice P. Horan                            | 8 38        |
| A. G. Tomasello & Son                       | 563 57      |
| New England Telephone and Telegraph Company | 45 91       |
| T. Dennehy                                  | 21 00       |
| I. Lazarus                                  | 8 38        |
| Park Department                             | 74 15       |
| Parkway Realty Company                      | †100 00     |
| Park Department                             | 22 10       |
| Leo Heller                                  | 24 00       |
| Lloyd H. Chase                              | 10 00       |
| Warren E. Locke                             | 4 14        |
| Dr. John Adams                              | 8 50        |
| L. V. Niles                                 | 34 00       |
| Annie M. Carey                              | 11 25       |
| Abraham R. Taylor                           | 8 38        |
| Henry Lesser                                | 8 50        |
| H. J. Cassidy                               | 10 75       |
| Hotel Huntington                            | 8 25        |
| M. J. Creehan                               | 11 88       |
| William Manganiello                         | 11 87       |
| Margaret H. Lannon                          | 2 40        |
| Payson Dana                                 | 8 50        |
| S. Esserman                                 | 3 50        |
| Walter J. Dwyer                             | 8 75        |
| Michael Creehan                             | 13 12       |
| James A. Kennedy                            | 7 80        |
| Frank X. Weiss                              | 13 23       |
| A. J. Chapski                               | 13 13       |
| Arthur Harrington                           | 1a 00       |
| Arthur Harrington                           | *10 96      |
| B. W. Robinson                              | 3 00        |
| S. P. Brickley                              | 1 50        |
| Marden & Orlando Construction Company       | †100 00     |
| W. P. Gorman & Co.                          | †50 00      |
| Supply Department                           | 25 00       |
| F. W. Burnham                               | 10 75       |
| Humboldt Avenue Garage                      | 10 75       |
| J. J. Kennedy                               | †115 44     |
| Nicholas DeMassa                            | 8 50        |
| Anthony Esposito                            | 8 50        |
| F. L. Gale                                  | 3 26        |
| G. R. Price                                 | 13 25       |
| Martin M. O'Hare                            | 16 50       |
| Randall Faichney Company                    | 15 00       |
| Randall Faichney Company                    | *11 88      |
| F. J. Reardon                               | 11 50       |
| T. F. Reardon                               | 5 00        |
| W. P. Gorman & Co.                          | †48 91      |
| E. N. Samit                                 | †96 25      |
| A. A. Kineaid                               | 13 25       |
| J. Sperraza                                 | 13 25       |
| George Gonias                               | 8 50        |
| Angelo Miceli                               | 13 25       |
| T. Hurney                                   | 11 75       |
| <i>Carried forward</i>                      | \$12,628 80 |

\* Uncollected 1924-25.

† Credited to Sewerage Works Appropriation.

|   |                    |
|---|--------------------|
| <i>Brought forward</i>  | \$12,628 80        |
| Michael Cuddy   | 25 00              |
| Mary Markowitz  | 35 06              |
| A. J. Granara   | 8 50               |
| Frank X. Weiss  | 18 23              |
| Hugh J. Cassidy   | 13 00              |
| S. H. Hudson  | 8 50               |
| Jennie M. Miner   | 19 94              |
| Max Novack  | 25 00              |
| Boston Consolidated Gas Company   | 257 93             |
|   | <hr/>              |
| Uncollected 1924-25   | \$13,039 96        |
|   | 46 44              |
|   | <hr/>              |
| Bills deposited in other years paid 1924-25   | \$12,993 52        |
|   | 170 06             |
|   | <hr/>              |
| Total amount collected  | \$13,163 58        |
| Entrance fees charged and collected in accordance with<br>Ordinances of 1910, chapter 9, section 10 | 9,148 10           |
|   | <hr/>              |
|   | <u>\$22,311 68</u> |

## Sewer Service.—Maintenance Expenditures, Detail, 1924-25.

| ACCOUNTS.                               | Total<br>Expendi-<br>tures. | Labor.      | Teaming.   | Stock.   | Contracts.  | Miscellaneous.   |
|---|-----------------------------|-------------|------------|----------|-------------|--|
| Automobiles (18) . . . . .              | \$18,959 94                 | \$12,709 17 | .....      | .....    | .....       | Repairs . . . . . \$874 30<br>Equipment . . . . . 4,251 71<br>Supplies . . . . . 1,033 76<br>Fees . . . . . 91 00<br>\$6,250 77  |
| Cleaning catch-basins . . . . .         | 110,872 22                  | 40,885 41   | \$2,968 60 | \$125 30 | \$66,712 76 | Transportation . . . . . \$171 15<br>Advertising . . . . . 9 00<br>180 15  |
| Cleaning sewers . . . . .               | 53,283 60                   | 28,903 83   | 6,616 48   | .....    | 17,615 53   | Dumping . . . . . 147 76   |
| Engines and boilers . . . . .           | 385 63                      | 321 10      | .....      | .....    | .....       | Waste . . . . . \$17 25<br>Repairs and inspections . . . . . 47 28<br>64 53  |
| Employed at yards . . . . .             | 29,922 06                   | 29,922 06   | .....      | .....    | .....       | Coal . . . . . \$1,439 25<br>Oil and gasoline . . . . . 1,191 61<br>2,630 86   |
| Fuel and oil . . . . .                  | 2,630 86                    | .....       | .....      | .....    | .....       | Hose . . . . . \$1,733 09<br>Hardware, repairs, etc . . . . . 3,398 64<br>5,131 73   |
| Hardware and tools . . . . .            | 5,262 42                    | 100 94      | 29 75      | .....    | .....       | Transportation . . . . . 442 37  |
| House connections . . . . .             | 11,581 69                   | 9,927 19    | 193 11     | 68 20    | 950 82      | Fodder . . . . . \$2,592 73<br>Stable goods and supplies, . . . . . 67 87<br>Repairs, wagons and har-<br>nesses . . . . . 317 66<br>Shoeing . . . . . 505 31<br>3,483 57 |
| Horses, carts, harnesses, etc . . . . . | 9,566 36                    | 6,082 79    | .....      | .....    | .....       | Postage and printing . . . . . \$467 24<br>Stationery and supplies, . . . . . 1,884 32<br>Miscellaneous . . . . . 152 87<br>2,504 43                                     |
| Maintenance, Stony Brook . . . . .      | 6,608 22                    | 5,958 45    | 598 49     | 51 28    | .....       |  |
| Office expense . . . . .                | 2,514 93                    | 10 50       | .....      | .....    | .....       |  |

## Sewer Service.— Maintenance Expenditures, Detail, 1924=25.— Concluded.

| ACCOUNTS.                                 | Total<br>Expendi-<br>tures. | Labor.      | Teaming. | Stock.      | Contracts. | Miscellaneous.  |
|---|-----------------------------|-------------|----------|-------------|------------|---|
| Office salaries.....                      | \$19,227 78                 | \$19,227 78 |          |             |            |   |
| Rubber goods.....                         | \$19 42                     |             |          |             |            | <div> <div>90 pairs boots.....</div> <div>48 coats.....</div> <div>24 pairs mitts.....</div> <div>46 hats.....</div> </div> |
| Stock.....                                | 13,274 99                   | 1,423 82    | \$188 88 | \$11,662 29 |            | \$819 42  |
| Teaming.....                              | 11,431 04                   | 11,431 04   |          |             |            |   |
| Yard and locker.....                      | 292 96                      | 4 60        |          |             |            |   |
| Telephones.....                           | 367 78                      |             |          |             |            |   |
| Back Bay Fens, gatehouses.....            | 4,276 21                    | 2,123 23    | 4 00     |             |            | <div> <div>Gas and electricity.....</div> <div>Miscellaneous.....</div> </div>  |
| Sundries.....                             | 48,836 97                   | 40,195 82   | 2,614 27 | 376 60      |            | <div> <div>Electricity.....</div> <div>Repairs, etc.....</div> </div>   |
| Repairing department buildings.....       | 2,506 25                    | 474 89      |          |             |            | <div> <div>Repairs, etc.....</div> <div>Transportation.....</div> <div>Workmen's Compens-<br/>ation.....</div> </div>       |
| Repairing catch-basins, South Boston..... | 1,344 38                    | 893 34      | 133 75   | 317 29      |            | <div> <div>Repairs.....</div> </div>  |
| " " East Boston.....                      | 1,501 98                    | 717 43      | 274 75   | 509 80      |            | 5,650 28  |
| " " Charlestown.....                      | 1,456 53                    | 617 12      | 239 50   | 509 91      |            | 1,720 10  |
| " " Brighton.....                         | 531 27                      | 211 67      | 60 50    | 259 10      |            |   |

|   |   |              |              |             |             |             |  |  |             |
|---|---|--------------|--------------|-------------|-------------|-------------|--|--|-------------|
| " | West Roxbury.....                         | 1,688 26     | 928 64       | 150 62      | 609 00      |             |  |  |             |
| " | Dorchester.....                           | 4,042 74     | 2,118 74     | 522 00      | 1,402 00    |             |  |  |             |
| " | Hyde Park.....                            | 166 58       | 125 68       | 33 50       | 7 40        |             |  |  |             |
| " | Roxbury.....                              | 2,524 54     | 1,451 64     | 287 50      | 785 40      |             |  |  |             |
| " | City Proper.....                          | 4,352 72     | 2,427 55     | 165 00      | 1,760 17    |             |  |  |             |
|   | Repairing sewers, South Boston.....       | 2,699 48     | 1,928 40     | 63 50       | 707 58      |             |  |  |             |
| " | East Boston.....                          | 5,241 16     | 3,009 52     | 674 50      | 1,557 14    |             |  |  |             |
| " | Charlestown.....                          | 2,045 06     | 1,184 01     | 215 00      | 646 05      |             |  |  |             |
| " | Brighton.....                             | 933 33       | 665 62       | 69 36       | 198 35      |             |  |  |             |
| " | West Roxbury.....                         | 3,139 93     | 2,188 42     | 282 50      | 669 01      |             |  |  |             |
| " | Dorchester.....                           | 5,612 35     | 2,851 45     | 325 00      | 2,435 90    |             |  |  |             |
| " | Hyde Park.....                            | 516 20       | 384 60       | 78 00       | 53 60       |             |  |  |             |
| " | Roxbury.....                              | 4,992 24     | 1,147 19     | 263 38      | 3,581 67    |             |  |  |             |
| " | City Proper.....                          | 4,914 36     | 2,339 95     | 331 50      | 2,242 91    |             |  |  |             |
|   | Annuities.....                            | 351 00       |              |             |             |             |  |  | 351 00      |
|   | Pension rolls, veterans and laborers..... | 8,564 54     | 8,564 54     |             |             |             |  |  |             |
|   |   | \$409,239 98 | \$243,458 13 | \$17,383 44 | \$30,937 21 | \$85,279 11 |  |  | \$32,182 09 |
|   | <i>Less Credits.</i>                      |              |              |             |             |             |  |  |             |
|   | Teams.....                                | \$17,732 10  |              |             |             |             |  |  |             |
|   | Stock.....                                | 9,459 45     |              |             |             |             |  |  |             |
|   | Fuel and oil.....                         | 831 57       | 11,431 04    |             | 9,459 45    |             |  |  | 7,132 63    |
|   |   |              |              |             |             |             |  |  |             |
|   | Totals.....                               | \$381,216 86 | \$232,027 09 | \$17,383 44 | \$21,477 76 | \$85,279 11 |  |  | \$25,049 46 |

## MISCELLANEOUS ACCOUNT, DETAIL.

*Labor.*

|  |            |             |
|--|------------|-------------|
| Vacations . . . . .                        | \$9,355 57 |             |
| Sick leave . . . . .                       | 2,533 34   |             |
| Snow removal and cleaning streets,         | 9,266 33   |             |
| Salary, general foreman . . . . .          | 1,198 75   |             |
| Salary, inspector of castings . . . . .    | 1,788 26   |             |
| Workingmen's compensation . . . . .        | 2,604 52   |             |
| Repairing streets . . . . .                | 1,174 21   |             |
| New fence, Child Street Yard . . . . .     | 1,034 23   |             |
| Repairing buildings, Sanitary Ser-         |            |             |
| vice . . . . .                             | 1,285 95   |             |
| Central office and other charges . . . . . | 4,091 83   |             |
| Miscellaneous . . . . .                    | 671 08     |             |
| Inspection—Complaints: Defective           |            |             |
| drainage, prevention of gasolene           |            |             |
| entering common sewers . . . . .           | 7,796 27   |             |
|  | <hr/>      | \$42,800 34 |

*Teaming.*

|                                     |            |                    |
|-------------------------------------|------------|--------------------|
| Removing snow and cleaning streets, | \$2,437 52 |                    |
| Miscellaneous . . . . .             | 176 75     |                    |
|                                     | <hr/>      | 2,614 27           |
| Stock . . . . .                     | \$383 30   |                    |
| Transportation . . . . .            | 582 97     |                    |
| Repairing streets . . . . .         | 1,162 43   |                    |
| Medical attendance . . . . .        | 38 00      |                    |
| Ice . . . . .                       | 220 10     |                    |
| Investigating leak, Washington      |            |                    |
| street . . . . .                    | 822 07     |                    |
| Miscellaneous . . . . .             | 213 49     |                    |
|                                     | <hr/>      | 3,422 36           |
|                                     |            | <hr/>              |
|                                     |            | <u>\$48,836 97</u> |

## Sewer Service.—Maintenance Expenditures, Detail, 1924-25.

| Accounts.                         | Total Expenditures. | Labor.       | Teaming.   | Waste.   | Fuel.       | Oil and Gasoline. | Packing. | Valves.    | Transportation. | Stable.  | Pipe Fittings and Miscellaneous. | Autos.     |
|-----------------------------------|---------------------|--------------|------------|----------|-------------|-------------------|----------|------------|-----------------|----------|----------------------------------|------------|
| Pumping station, Calf Pasture:    |                     |              |            |          |             |                   |          |            |                 |          |                                  |            |
| Inside.....                       | \$100,836 70        | \$35,225 57  | \$257 13   | \$793 40 | \$37,113 87 | \$175 70          | .....    | .....      | \$11 00         | .....    | \$7,260 03                       |            |
| Outside.....                      | 36,034 40           | 31,423 22    | .....      | .....    | .....       | .....             | .....    | .....      | .....           | \$976 00 | 3,330 41                         | \$304 77   |
| Engines.....                      | 46,245 80           | 37,369 06    | .....      | .....    | .....       | 1,837 51          | \$923 18 | \$1,095 59 | .....           | .....    | 5,020 46                         |            |
| Boilers.....                      | 23,014 79           | 17,133 50    | .....      | .....    | .....       | .....             | .....    | .....      | .....           | .....    | 5,881 29                         |            |
| Moon Island.....                  | 21,976 10           | 18,611 00    | 46 00      | 7 50     | 472 50      | 19 60             | .....    | .....      | 101 29          | .....    | 1,504 05                         | 1,214 16   |
| Main and intercepting sewers..... | 16,177 70           | 12,995 91    | 1,815 00   | .....    | .....       | .....             | .....    | .....      | .....           | .....    | 1,366 79                         |            |
| Pumping stations:                 |                     |              |            |          |             |                   |          |            |                 |          |                                  |            |
| Union Park street.....            | 7,970 72            | 6,045 33     | 206 00     | .....    | 569 16      | .....             | .....    | .....      | .....           | .....    | 1,150 23                         |            |
| Summer street.....                | 1,381 71            | 781 08       | .....      | .....    | .....       | .....             | .....    | .....      | .....           | .....    | 600 63                           |            |
| Hyde Park.....                    | 1,073 96            | 907 57       | .....      | .....    | .....       | .....             | .....    | .....      | .....           | .....    | 166 39                           |            |
| Totals.....                       | \$254,711 88        | \$160,492 24 | \$2,324 13 | \$800 90 | \$58,155 53 | \$2,032 81        | \$923 18 | \$1,095 59 | \$112 29        | \$976 00 | \$26,280 28                      | \$1,518 93 |

## Recapitulation.— Maintenance, Detail, 1924-25.

|  | Improved<br>Sewerage. | Outside<br>Improved<br>Sewerage. | Totals.      |
|--|-----------------------|----------------------------------|--------------|
| Labor.....                             | \$160,492 24          | \$243,458 13                     | \$403,950 37 |
| Contracts.....                         |                       | 85,279 11                        | 85,279 11    |
| Teaming, hired and city.....           | 2,324 13              | 17,383 44                        | 19,707 57    |
| Waste.....                             | 800 90                | 17 25                            | 818 15       |
| Fuel.....                              | 58,155 53             | 1,439 25                         | 59,594 78    |
| Oil.....                               | 2,032 81              | 1,191 61                         | 3,224 42     |
| Packing.....                           | 923 18                |                                  | 923 18       |
| Valves.....                            | 1,095 59              |                                  | 1,095 59     |
| Transportation, etc.....               | 112 29                | 1,196 49                         | 1,308 78     |
| Horses, etc.....                       | 976 00                | 3,483 57                         | 4,459 57     |
| Pipe fittings and miscellaneous.....   | 25,993 06             |                                  | 25,993 06    |
| Telephone.....                         | 287 22                | 367 78                           | 655 00       |
| Automobiles, repairs and supplies..... | 1,518 93              | 6,250 77                         | 7,769 70     |
| Stock and miscellaneous supplies.....  |                       | 49,172 58                        | 49,172 58    |
|  | \$254,711 88          | \$409,239 98                     | \$663,951 86 |
| CREDITS.                               |                       |                                  |              |
| <i>Outside Improved Sewerage.</i>      |                       |                                  |              |
| Labor.....                             | \$11,431 04           |                                  |              |
| Stock.....                             | 9,459 45              |                                  |              |
| Miscellaneous.....                     | 7,132 63              |                                  |              |
|  |                       | 28,023 12                        | 28,023 12    |
| Totals.....                            | \$254,711 88          | \$381,216 86                     | \$635,928 74 |

## SUPPLIES, PUMPING STATION, CALF PASTURE.

2,887 pounds waste, 20 cents to 26 cents.  
 308 pounds cotton rags, 16 cents.  
 3,008 pounds grease, 15 cents.  
 4,730 gallons engine oil, 21.3 cents to 23.8 cents.  
 1 278.2 gallons cylinder oil, 29.5 cents to 32 cents.  
 10 gallons lard oil, \$1.75.  
 55½ gallons sperm oil, \$1.40.  
 10 gallons air cylinder oil, 75 cents.  
 765 gallons kerosene, 12 cents.

## FUEL, ENTIRE SERVICE.

1,336,366.4 gallons fuel oil, \$57,108.87.  
 172.12 tons anthracite, \$2,485.91.

# Cleaning Catch-basins, 1924-25.

| Districts.  | Contractor.                     | Start and Finish of Work.         | Price per Cubic Yard. | Cubic Yards Excavated by Contractor. | Contractor Received by Districts. | Total Basins Cleaned. | Total Drop Inlets Cleaned. | Average Cubic Yards per Basin. | Total Cost of Inspection. | Average Total Cost to City per Basin, Including Drop Inlet. |
|---|---------------------------------|-----------------------------------|-----------------------|--------------------------------------|-----------------------------------|-----------------------|----------------------------|--------------------------------|---------------------------|---|
| 1. City proper.....                                     | C. & R. Construction Company... | {April 8, 1924<br>Jan. 31, 1925}  | \$2 35                | 7,547 82                             | \$17,737 37                       | 2,582                 | 50                         | 2.913                          | \$3,202 84                | \$7 99  |
| 2. Back Bay, South End and Roxbury...                   | M. H. Kelly.....                | {March 31, 1924<br>Jan. 3, 1925}  | 1 78                  | 7,999 86                             | 14,239 76                         | 2,068                 | 28                         | 3.86                           | 2,808 98                  | 8 13  |
| 3. South Boston.....                                    | John J. Loonie.....             | {March 31, 1924<br>Nov. 20, 1924} | 1 64                  | 4,035 88                             | 6,618 85                          | 1,131                 | 21                         | 3.56                           | 1,171 76                  | 6 76  |
| 4. Charlestown and East Boston.....                     | David W. Norton.....            | {March 31, 1924<br>Nov. 4, 1924}  | 1 94                  | {1,076 63<br>2,459 72}               | 6,860 50                          | {291<br>687}          | {1<br>11}                  | 3.61                           | 1,012 52                  | 7 95  |
| 5. Brighton.....  | Joseph A. Sprissler.....        | {March 31, 1924<br>Oct. 15, 1924} | 2 14                  | 3,206 99                             | 6,862 95                          | 1,015                 | 4                          | 3.157                          | 1,017 96                  | 7 73  |
| 6. West Roxbury.....                                    | Michael H. Loonie.....          | {March 31, 1924<br>Oct. 17, 1924} | 1 90                  | 2,634 15                             | 5,004 89                          | 936                   | 18                         | 2.8                            | 739 11                    | 6 02  |
| 7. Dorchester and Hyde Park.....                        | John J. Loonie.....             | {March 31, 1924<br>Jan. 25, 1925} | 1 80                  | {4,841 51<br>374 29}                 | 9,388 44                          | {1,458<br>159}        | 27                         | 3.217                          | 1,617 08                  | 6 71  |
| Totals.....   | .....                           | .....                             | .....                 | 34,176 85                            | \$66,712 76                       | 10,327                | 160                        | .....                          | \$11,660 25               | .....   |
| Total cost: Contractors.....                            |                                 |                                   |                       |                                      |                                   |                       |                            |                                |                           | \$66,712 76   |
| Total catch-basin cleaned.....                          |                                 |                                   |                       |                                      |                                   |                       |                            |                                |                           | * 12,803 54   |
| Total drop inlets cleaned.....                          |                                 |                                   |                       |                                      |                                   |                       |                            |                                |                           | 9 00  |
| .....   |                                 |                                   |                       |                                      |                                   |                       |                            |                                |                           | 184 15  |
| .....   |                                 |                                   |                       |                                      |                                   |                       |                            |                                |                           | <u>\$79,709 45</u>  |
| Total cubic yard, material removed, 34,176.85.          |                                 |                                   |                       |                                      |                                   |                       |                            |                                |                           | Average cubic yards material removed per basin, 3.30.       |
| Average cost per basin, including drop inlets, \$7.603. |                                 |                                   |                       |                                      |                                   |                       |                            |                                |                           | Average cost per cubic yard removed, \$2.332.               |

\* General inspection, \$1,143.29.

**Sewerage Works.**  
*Expenditures, February 1, 1924, to January 31, 1925.*

| ACCOUNTS.                              | Labor.              | Teaming.          | Materials.         | Miscellaneous.     | Paid to Contractors. | Totals.             |
|--|---------------------|-------------------|--------------------|--------------------|----------------------|---------------------|
| Engineer's salaries.....               | \$106,013 05        | .....             | .....              | .....              | .....                | \$106,013 05        |
| Engineer's expenses.....               | 2,592 31            | \$805 00          | \$110 20           | \$8,300 79         | .....                | 11,808 30           |
| Pumping stations.....                  | 1,878 65            | .....             | 190 19             | 2,087 06           | \$10,233 53          | 14,989 43           |
| Sundries.....                          | 604 46              | .....             | .....              | .....              | .....                | 604 46              |
| Land-takings and court executions..... | .....               | .....             | .....              | 18,000 00          | .....                | 18,000 00           |
| New manholes, entire city.....         | 9,899 47            | 1,606 86          | 4,554 18           | .....              | 12,666 15            | 28,726 66           |
| New catch-basins, South Boston.....    | 1,896 46            | 253 30            | 817 46             | .....              | 3,690 72             | 6,657 94            |
| New catch-basins, East Boston.....     | 1,192 20            | 198 25            | 904 37             | .....              | .....                | 2,294 82            |
| New catch-basins, Charlestown.....     | 144 69              | 13 00             | 225 89             | .....              | 2,459 44             | 2,843 02            |
| New catch-basins, Brighton.....        | 1,356 49            | 323 63            | 1,421 57           | .....              | .....                | 3,101 69            |
| New catch-basins, West Roxbury.....    | 5,305 98            | 632 75            | 3,010 20           | .....              | .....                | 8,948 93            |
| New catch-basins, Dorchester.....      | 8,034 15            | 648 75            | 4,759 94           | .....              | 4,235 44             | 17,678 28           |
| New catch-basins, Hyde Park.....       | 859 25              | 108 00            | 645 87             | .....              | 2,045 29             | 3,658 41            |
| New catch-basin, Roxbury.....          | 8,874 71            | 1,306 00          | 5,621 40           | .....              | 7,876 43             | 23,678 54           |
| New catch-basins, city proper.....     | 4,584 54            | 788 87            | 1,438 38           | .....              | 6,365 89             | 13,177 68           |
| Sewers built in entire city.....       | 47,161 94           | 266 50            | 14,260 18          | 2,579 45           | 527,334 93           | 591,603 00          |
| <b>Totals.....</b>                     | <b>\$200,398 35</b> | <b>\$6,950 91</b> | <b>\$37,959 83</b> | <b>\$31,567 30</b> | <b>\$576,907 82</b>  | <b>\$853,784 21</b> |

# Sewerage Works, Construction, February 1, 1924, to January 31, 1925, Inclusive.

| LOCATION.  | Begun.         | Finished.      | Built by.              | Length<br>(Feet.)                   | Character.   | Amount<br>Expended<br>in 1924. |
|--|----------------|----------------|------------------------|-------------------------------------|--|--------------------------------|
| SOUTH BOSTON.  |                |                |                        |                                     |  |                                |
| Farragut road extension and outlet in private land.  |                |                |                        |                                     |  | \$1,934 47                     |
| East First street from P street to O street.   |                |                |                        |                                     |  | 83 61                          |
| Wesley street from Hyde street to Preble street*   | Aug. 18, 1924  | Aug. 30, 1924  | John Williams & Co.    | 241 17                              | 12" pipe, sanitary.  | 2,362 55                       |
| P street from Columbia road to East Sixth  | Sept. 18, 1924 | Oct. 7, 1924   | C. Iacozza.            | 140                                 | 20 manholes.<br>10" pipe, sanitary.  | 2,158 69                       |
| Binford street from A street to Necco street and Necco street from Binford street to Necco court*. | Nov. 3, 1924   |                | V. Barletta.           | 140                                 | 1 manholes.<br>18" pipe, sanitary.   | 1,208 74                       |
| EAST BOSTON.   |                |                |                        |                                     |  |                                |
| Border street from Sumner street to Central square.  |                |                |                        |                                     |  | 1,583 71                       |
| Border street at Central square.   | April 8, 1924  | April 18, 1924 | C. A. Bassett.         | 196 00                              | 12" pipe, sanitary.<br>1 manhole.  | 1,052 71                       |
| Moore street overflow outlet from Coleridge street to Cowper street.                               | April 30, 1924 | July 16, 1924  | Wm. Barret & Co.       | 136 68                              | 5' 0" concrete overflow.<br>1 manhole.   | 11,351 94                      |
| Ashley street from Breed street to Boardman street*.   | June 30, 1924  |                | A. Baruffaldi Company. | 570 75<br>191 03<br>63 40<br>179 28 | 1' 6" by 2' 0" concrete surface.<br>1' 6" by 1' 8" concrete surface.<br>15" pipe, surface.<br>12" pipe, surface.<br>7 manholes.<br>9 catch basins. | 15,942 20                      |
| Paris street from Sumner street to manhole 275 feet easterly*.                                     | July 10, 1924  |                | A. Baruffaldi Company. | 276 10                              | 20" pipe sanitary.<br>2 manholes.  | 2,467 45                       |
| Gladstone street from Tower street to 150 feet westerly.   | Nov. 3, 1924   | Dec. 2, 1924   | The Pierce Company.    | 149 90                              | 12" pipe sanitary.<br>1 manhole.   | 1,207 05                       |

\* Cost not complete.

Sewerage Works, Construction, February 1, 1924, to January 31, 1925, Inclusive. — Continued.

| LOCATION.  | Begun.         | Finished.     | Built by.                   | Length.<br>(Feet.)                   | Character.   | Amount<br>Expended<br>in 1924. |
|--|----------------|---------------|-----------------------------|--------------------------------------|--|--------------------------------|
| <b>CHARLESTOWN.</b>  |                |               |                             |                                      |  |                                |
| Crescent street, from Roland street to Cambridge street.   | July 14, 1924  | July 22, 1924 | George J. Regan.            | 149.10                               | 10" pipe, sanitary<br>1 manhole.   | \$1,109 05                     |
| Hamblen street outlet, extension to Mystic river.  | Oct. 21, 1924  | Oct. 28, 1924 | Bay State Dredging Company. | 11                                   | 30" cast-iron pipe surface.  | 986 25                         |
| <b>BRIGHTON.</b>   |                |               |                             |                                      |  |                                |
| Colonial road from Melton road to about 80 feet northeasterly, from Eustis road to about 150 feet northwesterly, from Melton road to about 165 feet northerly and northwesterly. |                |               |                             |                                      |  | 278 48                         |
| Village Brook, from Brookline line to Prendergast avenue.  |                |               |                             |                                      |  | 1,294 17                       |
| Western avenue, from Telford street to Everett street and Everett street from Western avenue to Adams street.  |                |               |                             |                                      |  | 150 75                         |
| Corinne road, from existing sewer to end of street.  | May 6, 1924    | May 26, 1924  | John Guarino & Co.          | 242.85                               | 10" pipe, sanitary<br>2 manholes.  | 1,335 52                       |
| School street, from Waverly street to Fletcher street.   | May 1, 1924    | May 26, 1924  | A. D. Daddario              | 239 13<br>236 81<br>8                | 10" pipe, sanitary<br>24" D. S. pipe, surface.<br>16" cast-iron pipe, surface.<br>2 manholes.                                  | 3,007 54                       |
| Shepard Brook, easterly branch in Everett street private land, Hichborn street, from Everett street to Arthur street.*   | April 29, 1924 | Aug. 9, 1924  | V. (James) Grande.          | 925<br>906.70<br>6.50                | 5' 6" circular concrete surface.<br>12" pipe, sanitary<br>18" D. S. pipe, surface.<br>9 manholes.                              | 34,128 14                      |
| Nottingham road, from Melton road to Nottingham road.  | April 28, 1924 | July 5, 1924  | C. Russo.                   | 175 10<br>633 30<br>1,139.80<br>174. | 18" D. S. pipe, surface.<br>12" pipe, surface.<br>10" pipe, surface.<br>catch-basin drain.<br>15 manholes.<br>10 catch-basins. | 14,601 31                      |
| Price road, from Glenville avenue to Long avenue.  | May 27, 1924   | July 15, 1924 | John Guarino & Co.          | 232 64                               | 10" pipe, surface.<br>2 manholes.  | 1,520 84                       |

|   |                |               |                                |  |  |           |
|---|----------------|---------------|--------------------------------|--|--|-----------|
| Florence avenue, from Allston street to Commonwealth avenue.  | July 15, 1924  | Aug. 19, 1924 | A. Grande.....                 | 298.14   | 10" pipe, sanitary.<br>3 manholes.   | 2,049 26  |
| Bostonia avenue from Breck avenue to Regent road.*  | Sept. 17, 1924 | Oct. 15, 1924 | Joseph Todesca.....            | 602 02   | 10" pipe, sanitary.<br>4 manholes.   | 2,579 87  |
| Elizabeth avenue, from Allston street to Commonwealth avenue and outlet in Allston street.*   | Nov. 12, 1924  | Dec. 30, 1924 | A. Grande.....                 | 345.25   | 10" pipe, sanitary.<br>2 manholes.   | 2,029 16  |
| Foster street, from Commonwealth avenue to 1,200 feet northerly and outlet in Lane park.*   | Nov. 28, 1924  |               | A. D. Daddario.....            | 742.<br>180.   | 10" pipe, sanitary.<br>10" pipe, surface.<br>1 manhole.  | 2,003 21  |
| WEST ROXBURY.   |                |               |                                |  |  |           |
| Garnett road and Quinn way.....   |                |               |                                |  |  | 117 09    |
| Cass street, from Powell street to Centre street...   |                |               |                                |  |  | 2,612 95  |
| Cedarwood road, from Moss Hill road to about 1,030 feet southerly and Bowditch road, from Moss Hill road to about 350 feet northwesterly. |                |               |                                |  |  | 1,326 48  |
| Prospect street from Baker street to N. Y. N. H. & H. R.R. and Moloney street, from Montgomery street to 135 feet southeasterly.          |                |               |                                |  |  | 274 00    |
| Grove street, from Washington street to Centre street.  |                |               |                                |  |  | 32,500 51 |
| Grayfield avenue and outlet in Corey street, Vermont street and private land.   |                |               |                                |  |  | 1,624 71  |
| Spring street brook, from Centre street to Landseer street.   |                |               |                                |  |  | 340 47    |
| Fowle street and outlet, from Board of Survey street 2244 to Rowe street.   | April 9, 1924  | May 7, 1924   | A. E. Daddario.....            | 380.37<br>374.08   | 10" pipe, sanitary<br>10" pipe, surface.<br>5 manholes.  | 3,139 09  |
| La Grange street, from Vermont street to 500 feet southeasterly and outlet in Vermont street, from Alder street to La Grange street.      | April 14, 1924 | May 26, 1924  | DeCristoforo Brothers Company. | 535.16<br>299.59<br>249.56<br>14<br>252.35<br>198.85<br>42 | 10" pipe, sanitary<br>12" pipe, surface.<br>10" pipe, surface.<br>12" cast-iron pipe, surface.<br>18" D. S. pipe, surface.<br>22" D. S. pipe, surface.<br>10" pipe, catch-basin drain.<br>8 manholes.<br>3 catch-basins. | 7,890 93  |

\* Cost not complete.

Sewerage Works, Construction, February 1, 1924, to January 31, 1925, Inclusive. — Continued.

| Location.   | Begun.        | Finished.      | Built by.                           | Length.<br>(Feet.)   | Character.   | Amount<br>Expended<br>in 1924. |
|---|---------------|----------------|-------------------------------------|--|--|--------------------------------|
| <i>West Roxbury. — Continued.</i>   |               |                |                                     |  |  |                                |
| Pondview avenue, from Moraine street to about 300 feet southerly.   | April 3, 1924 | April 16, 1924 | A. Cefalo.....                      | 286.82<br>34   | 10" pipe, sanitary.....<br>10" pipe, catch-basin drain.<br>2 manholes.   | 1,302 07                       |
| Cataunet street, from Pond street to end of street 260 feet northerly.  | May 9, 1924   | May 23, 1924   | DeCristoforo Brothers Com-<br>pany. | 274.70<br>249.75<br>14<br>36.75  | 10" pipe, sanitary.....<br>10" pipe, surface.....<br>10" cast-iron pipe, surface.<br>10" pipe, surface.<br>6 manholes.   | 1,957 02                       |
| Eliot place, from Eliot street to about 250 feet easterly.  | May 16, 1924  | May 26, 1924   | S. J. Tomasello.....                | 257.07   | 10" pipe, sanitary.....<br>3 manholes.   | 2,123 65                       |
| Germanatown district and outlet in East street, Dedham.*  | May 13, 1924  | .....          | C. & R. Construction Com-<br>pany.  | 1,482.04<br>1,561.50<br>750<br>468<br>224.50<br>1,178<br>418<br>243<br>23<br>214<br>197<br>382.01<br>450<br>275.02<br>44 | 2' 9" concrete sanitary.....<br>24" pipe, sanitary.....<br>15" pipe, sanitary.....<br>12" pipe, sanitary.....<br>10" pipe, sanitary.....<br>2' 3" concrete sanitary.....<br>18" by 20" concrete sanitary.<br>24" pipe, surface.....<br>15" pipe, surface.....<br>24" by 28" concrete surface.<br>2' 3" concrete conduit.<br>2' 6" concrete conduit.<br>3' concrete conduit.<br>3' 3" concrete conduit.<br>Catch-basin drains.<br>43 manholes.<br>2 catch-basins. | 135,443 01                     |
| Iffey road, from Washington street to Walnut avenue.*   | July 8, 1924  | Aug. 16, 1924  | M. D. Russo.....                    | 126.05   | 10" pipe, catch-basin drain.....<br>6 manholes.<br>5 catch-basins.   | 2,511 15                       |
| Weld street outlet in Montclair avenue, private land and Board of Survey street 1778 and 1779, from Merlin street and Weld street.* | July 7, 1924  | Oct. 15, 1924  | Zoppo & Civitares.....              | 824.85<br>598.64   | 15" pipe, sanitary.....<br>12" pipe, sanitary.....<br>6 manholes.  | 12,959 59                      |
| Ethel street, from Augustus avenue to Malvern road.*  | Aug. 13, 1924 | Aug. 30, 1924  | Joseph Todesca.....                 | 449.96<br>23   | 10" pipe, surface.....<br>Catch-basin drain.<br>2 manholes.<br>2 catch-basins.   | 1,949 74                       |

|   |               |               |                            |   |   |           |
|---|---------------|---------------|----------------------------|---|---|-----------|
| Weld street, Parkvale road, Willowdean avenue and Reakton road †                              | Aug. 1, 1924  | Aug. 7, 1924  | John Guarino.....          | 201.15  | 12" pipe, sanitary.<br>2 manholes.  | 1,085 71  |
| Jamaicaway, from Pond street to 200 feet southerly.   | July 16, 1924 | July 25, 1924 | John Guarino.....          | 142.15  | 10" pipe, sanitary.   | 998 69    |
| West Roxbury Parkway, from Pelton street to about 135 feet southerly.                         |               |               |                            |   |   |           |
| Stony brook, section No. 10†.   |               |               |                            |   |   | 35 50     |
| Vermont street, from Mt. Vernon street to 175 feet northeasterly.                             | Sept. 9, 1924 | Oct. 23, 1924 | Day labor.....             | 175.66  | 10" pipe, sanitary.<br>1 manhole.   | 2,182 07  |
| Canterbury street, from existing sewer west of Angell street to 250 feet westerly.*           | July 22, 1924 | Aug. 14, 1924 | John Williams & Co.....    | 250.10  | 10" pipe, sanitary.<br>1 manhole.   | 1,513 34  |
| Newfield street and Lasell street, from Board of Survey street No. 1706 to La Grange street.* | Oct. 21, 1924 | Nov. 25, 1924 | M. DeSisto & Co.....       | 800.55  | 10" pipe, sanitary.<br>4 manholes.  | 2,185 83  |
| Maynard street, from Metropolitan avenue to 260 feet southwesterly.*                          | Oct. 20, 1924 | Oct. 28, 1924 | C. Russo.....              | 274.55  | 10" pipe, sanitary.<br>1 manhole.   | 776 59    |
| Stellman road, private land, Bradeen street and Washington street.*                           | Oct. 6, 1924  | Jan. 15, 1925 | John Williams & Co.....    | 2,221.34<br>30.50<br>804.77<br>261.24<br>302.55<br>10.54<br>336.13<br>155.40<br>401.06<br>475.93<br>334.65<br>113.19<br>129 | 18" pipe, sanitary.<br>15" cast-iron pipe, sanitary.<br>10" pipe, sanitary.<br>2' 9" concrete surface.<br>2' 3" concrete surface.<br>24" pipe, surface.<br>22" pipe, surface.<br>20" pipe, surface.<br>18" pipe, surface.<br>15" pipe, surface.<br>12" pipe, surface.<br>10" pipe, surface.<br>10" pipe, catch-basin drain.<br>37 manholes.<br>10 catch-basins. | 30,599 67 |
| Metropolitan avenue, from Washington street to dead end.                                      | Oct. 15, 1924 | Oct. 17, 1924 | A. G. Tomasello & Son..... | 20<br>10<br>10  | 12" pipe, sanitary.<br>Catch-basin drains.<br>1 catch-basin.  | 340 49    |
| Hillside avenue, from Crandall street to 225 feet southerly.*                                 | Nov. 6, 1924  | Nov. 22, 1924 | James J. Conway.....       | 225.40  | 10" pipe, sanitary.<br>1 manhole.   | 1,022 20  |
| Roberts avenue, from Dent street to La Grange street.*  | Dec. 8, 1924  | Jan. 2, 1925  | A. Cefalo.....             | 498.15<br>343.75<br>6   | 10" pipe, sanitary.<br>10" pipe, surface.<br>10" cast-iron pipe, surface.<br>6 manholes.  | 1,993 56  |
| Louder's lane, from existing sewer to about 50 feet westerly.                                 | Oct. 27, 1924 | Oct. 30, 1924 | Joseph Todesca.....        | 48.90   | 10" pipe, sanitary.   | 336 75    |

\* Cost not complete.

† Advertised, not awarded.

Sewerage Works, Construction, February 1, 1924, to January 31, 1925, Inclusive.—Continued.

| LOCATION.   | Begun.         | Finished.      | Built by.          | Length,<br>(Feet.)   | Character.   | Amount<br>Expended<br>in 1924. |
|---|----------------|----------------|--------------------|--|--|--------------------------------|
| DORCHESTER.   |                |                |                    |  |  |                                |
| Allendale avenue, from Marsh street to 200 feet southeasterly.  | .....          | .....          | .....              | .....  | .....  | \$61 68                        |
| Bates road, from Beaumont street to Elm road,   | .....          | .....          | .....              | .....  | .....  | 96 86                          |
| Collins street, from existing sewer to about 250 feet northwesterly.  | .....          | .....          | .....              | .....  | .....  | 405 71                         |
| Standard street, from River street to about 1,250 feet southerly.   | .....          | .....          | .....              | .....  | .....  | 516 61                         |
| Fremont place and extension, from existing sewer to 150 feet southeasterly.   | .....          | .....          | .....              | .....  | .....  | 55 68                          |
| Dorchester Brook sewer, east fork in East Cottage street and Humphreys street, from Norfolk avenue to Holden street.      | .....          | .....          | .....              | .....  | .....  | 5,197 11                       |
| Allendale avenue, from Marsh street 200 feet southeasterly; Lenoxdale avenue, from Milton street 130 feet southeasterly.* | April 8, 1924  | April 29, 1924 | John Williams & Co | 394.28   | 10" pipe, sanitary.<br>4 manholes.   | 2,235 36                       |
| Columbia park, from Lawrence avenue to Hamilton terrace.  | April 7, 1924  | June 28, 1924  | Joseph Todesca     | 191.50   | 10" pipe, sanitary.<br>2 manholes.   | 2,744 65                       |
| Dorchester Brook sewer, east fork in Humphreys street, from Holden street to Dudley street.*                              | April 28, 1924 | .....          | V. Barletta        | 8<br>10<br>305.51<br>303.80<br>537.99<br>10<br>5.20<br>11<br>11.60<br>64 | 10" pipe, sanitary.<br>12" pipe, sanitary.<br>6' 8" by 6' 1" concrete sanitary.<br>1' 3" by 2' 6" concrete sanitary.<br>6' concrete sanitary.<br>1' 3" by 5' 2" concrete sanitary.<br>5' concrete sanitary.<br>3' 3" concrete sanitary.<br>4' concrete sanitary.<br>10" pipe, catch-basin drain.<br>7 manholes.<br>4 catch-basins. | 58,284 24                      |

|   |                |                |                          |   |  |           |
|---|----------------|----------------|--------------------------|---|--|-----------|
| Regina road, from Alpha road to about 275 feet westerly.  | April 23, 1924 | May 16, 1924   | Samuel J. Tomasello..... | 363.30  | 10" pipe, sanitary.....<br>4 manholes.   | 2,224 86  |
| Harmon street, from Oakland street to about 300 feet southwesterly.   | April 9, 1924  | May 15, 1924   | George J. Regan.....     | 368.30  | 10" pipe, sanitary.....<br>2 manholes.   | 3,677 81  |
| Hallowell street, from Oakland street to New-castle street and outlet in private land from Favre street to Hallowell street.* | June 6, 1924   | Sept. 30, 1924 | M. DeMatteo.....         | 261.07<br>395.46<br>270.80<br>51.53<br>249.50 | 10" pipe, sanitary.....<br>12" pipe, sanitary.....<br>18" D. S. pipe, sanitary.....<br>12" pipe, surface.....<br>4' 6" concrete conduit.....<br>10 manholes. | 11,326 39 |
| Blue Hill avenue, from Harvard street 160 feet southerly to 330 feet southerly.   | June 6, 1924   | June 24, 1924  | A. D. Daddario.....      | 231.35  | 12" pipe, sanitary.....<br>1 manhole.  | 3,608 33  |
| Colorado street, from Currier street to 315 feet northeasterly.*  | July 28, 1924  | Oct. 29, 1924  | C. Russo.....            | 338.36<br>104.80<br>23.05                     | 12" pipe, sanitary.....<br>10" pipe, sanitary.....<br>18" D. S. pipe, sanitary.....<br>4 manholes.   | 5,966 22  |
| Locust street, from Washington avenue to N. Y., N. H. & H. R. R.*   | July 24, 1924  | Sept. 16, 1924 | M. H. Loonie.....        | 149.45<br>18<br>95.95                         | 20" D. S. pipe, sanitary.....<br>18" D. S. pipe, sanitary.....<br>12" pipe, sanitary.....<br>2 manholes.   | 5,167 24  |
| Leston street, from Morton street to Woodson street.*   | Aug. 13, 1924  | Sept. 5, 1924  | L. Balboni.....          | 183.30<br>401.40<br>54                        | 12" pipe, surface.....<br>10" pipe, surface.....<br>10" pipe, catch-basin drain.....<br>3 manholes.....<br>5 catch-basins.                                   | 2,991 01  |
| Mill street, from Victory road to Greenhill street.*  | Aug. 25, 1924  | Nov. 3, 1924   | C. Iacozza.....          | 499.50  | 12" pipe, sanitary.....<br>3 manholes.   | 3,591 09  |
| New England avenue, from Talbot avenue to Massasoit avenue.*  | Aug. 18, 1924  | Sept. 24, 1924 | James J. Conway.....     | 551.30<br>36                                  | 10" pipe, sanitary.....<br>10" pipe, catch-basin drain.....<br>6 manholes.....<br>3 catch-basins.  | 4,593 41  |
| Itasca street, from 56 feet southwest of Currier street to 450 feet southwesterly.*   | Sept. 25, 1924 | Nov. 3, 1924   | James J. Conway.....     | 404   | 12" pipe, sanitary.....<br>2 manholes.   | 3,440 61  |

\* Cost not complete.

Sewerage Works, Construction, February 1, 1924, to January 31, 1925, Inclusive.—Continued.

| LOCATIONS.  | Begun.         | Finished.     | Built by.                  | Length.<br>(Feet.) | Character.  | Amount<br>Expended<br>in 1924. |
|---|----------------|---------------|----------------------------|--------------------|---|--------------------------------|
| DORCHESTER.— <i>Concluded.</i>  |                |               |                            |                    |   |                                |
| Wilmington avenue, from Capen street 230 feet easterly and outlet in Capen street from Fairmont street to Wilmington avenue.* | Oct. 22, 1924  | Dec. 3, 1924  | C. Iacozza.....            | 431.10<br>152      | 12" pipe, sanitary.....<br>10" pipe, sanitary.<br>5 manholes.                             | \$3,278 31                     |
| Fairview street, from 80 feet south of Anisley street to 100 feet southwest.  | Sept. 29, 1924 | Oct. 15, 1924 | T. L. Pierce Company.....  | 125                | 10" pipe, sanitary.....   | 1,026 34                       |
| Myrtlebank avenue, from Milton street to 120 feet north.  | Sept. 29, 1924 | Oct. 8, 1924  | D. F. O'Connell.....       | 150.60             | 10" pipe, sanitary.....<br>1 manhole.   | 1,015 98                       |
| Adams street, from 110 feet southwest of Milton street to 150 feet southwest.   | Oct. 11, 1924  | Oct. 27, 1924 | George J. Regan.....       | 149.50             | 10" pipe, sanitary.....   | 1,003 32                       |
| Lenoxdale avenue, from 270 feet south of Marsh street to 145 feet southeast.  | Oct. 9, 1924   | Oct. 16, 1924 | D. F. O'Connell.....       | 145.10             | 12" pipe, sanitary.....<br>1 manhole.   | 1,047 59                       |
| Bowman street, from Blackwell street to Chickatawbut street.  | Sept. 22, 1924 | Oct. 18, 1924 | A. G. Tomasello & Son..... | 104<br>67          | 12" pipe, surface.....<br>10" pipe, catch-basin drains.<br>2 manholes.<br>4 catch-basins. | 2,848 18                       |
| Adams street, from 168 feet north of Ashmont street to about 80 feet westerly.  | Nov. 1, 1924   | Nov. 4, 1924  | T. L. Pierce Company.....  | 94                 | 12" pipe, sanitary.....<br>1 manhole.   | 913 06                         |
| Blackwell street, from Neponset avenue to about 100 feet westerly.  | Aug. 7, 1924   | Aug. 16, 1924 | D. F. O'Connell.....       | 50<br>24           | 18" pipe, surface.....<br>10" pipe, catch-basin drain.<br>2 catch-basins.                 | 1,129 06                       |
| Woodward Park street, from 46 feet northwest of Folsom street to 50 feet northwest.   | Oct. 4, 1924   | Oct. 25, 1924 | John Guarino.....          | 49                 | 8" pipe, sanitary.....<br>1 manhole.  | 887 80                         |
| Fuller street, from Milton avenue to about 200 feet easterly  | Nov. 17, 1924  | Dec. 8, 1924  | William Barrett & Co.....  | 197.05             | 12" pipe, sanitary.....<br>2 manholes.  | - 1,182 38                     |
| Alabama street, from Currier street to Elene street, and outlet in private land, from Colorado street to Alabama street.*     | Nov. 24, 1924  | .....         | James J. Conway.....       | 380                | 12" pipe, sanitary.....   | 2,647 80                       |

# HYDE PARK.

Warren avenue, from existing sewer 170 feet northwest of Summit avenue to about 90 feet southeast; and Wilton street from 225 feet southeast of Hyde Park avenue to about 150 feet southeast.

Wood avenue, from Seminole street about 335 feet northwesterly to existing sewer.\*

Arnold street, from Vale street to River street; Vale street, from Linwood street to Arnold street; Linwood street, from Child street to Vale street; Child street, from Gordon avenue to Linwood street.\*

Ralston road, from Rustkin road to Rutledge road.\*

Cottage place, from Winslow street 142 feet southwest to 50 feet northwest.\*

Cottage street, from Water street to Washington street, and outlet in Water street, from Glenwood avenue to Cottage street.\*

Wood avenue, from Rutledge road about 90 feet northeast, and outlet in Rutledge road.\*

Agnes avenue, from River street to about 225 feet southerly.

## ROXBURY.

Brookford street, from Dacia street to Rand street.

Fairland street, from Winthrop street to Moreland street.

Elm Hill avenue, from Seaver street to Schuyler street.

|                |               |                                     |  |  |       |          |
|----------------|---------------|-------------------------------------|--|--|-------|----------|
| .....          | .....         | .....                               | .....                                    | .....  | ..... | 159 68   |
| Sept. 15, 1924 | Oct. 11, 1924 | L. Balboni.....                     | 250.45                                   | 12" pipe, sanitary<br>2 manholes.  | ..... | 2,029 24 |
| Oct. 20, 1924  | Dec. 4, 1924  | Zeppo & Civitares.....              | 223<br>177<br>244.50<br>273.10<br>234.50 | 10" pipe, sanitary.<br>12" pipe, sanitary.<br>12" pipe, sanitary.<br>12" pipe, sanitary.<br>12" pipe, sanitary.<br>9 manholes. | ..... | 5,761 23 |
| Oct. 17, 1924  | Nov. 15, 1924 | A. D. Daddario.....                 | 198<br>23.50                             | 12" pipe, sanitary.<br>10" pipe, sanitary.<br>3 manholes.  | ..... | 2,855 05 |
| Nov. 20, 1924  | Dec. 9, 1924  | DeChristoforo & Brothers<br>Company | 206.20                                   | 8" pipe, sanitary<br>2 manholes.   | ..... | 755 85   |
| Nov. 15, 1924  | Dec. 30, 1924 | C. Iacozza.....                     | 697<br>865.10                            | 12" pipe, sanitary.<br>10" pipe, sanitary.<br>10 manholes.   | ..... | 5,040 59 |
| Dec. 1, 1924   | Dec. 20, 1924 | George J. Regan.....                | 220.50                                   | 10" pipe, sanitary<br>3 manholes.  | ..... | 1,851 97 |
| Dec. 9, 1924   | Dec. 20, 1924 | A. D. Daddario.....                 | 250.70                                   | 8" pipe, sanitary<br>2 manholes.   | ..... | 1,141 90 |
| .....          | .....         | .....                               | .....                                    | .....  | ..... | 58 42    |
| .....          | .....         | .....                               | .....                                    | .....  | ..... | 134 02   |
| April 7, 1924  | May 31, 1924  | A. Grande.....                      | 722.03<br>718.21<br>26                   | 12" pipe, sanitary.<br>15" D. S. pipe, surface.<br>10" pipe, catch-basin drain.<br>7 manholes.<br>3 catch-basins.....          | ..... | 9,282 86 |

\*Cost not complete.

Sewerage Works, Construction, February 1, 1924, to January 31, 1925, Inclusive.—Concluded.

| LOCATION.   | Begun.         | Finished.     | Built by.                     | Length<br>(feet.)                  | Character.  | Amount<br>Expended<br>in 1924. |
|---|----------------|---------------|-------------------------------|------------------------------------|---|--------------------------------|
| <b>ROXBURY.—Continued.</b>  |                |               |                               |                                    |   |                                |
| Harrishof street, from Warren street to Humboldt avenue.*   | June 2, 1924   | Aug. 16, 1924 | John Williams & Co. ....      | 1,021.64<br>383.37<br>683.86<br>50 | 12" pipe, sanitary.....<br>12" pipe, surface.....<br>15" pipe, surface.....<br>10" pipe, catch-basin drain.....<br>6 manholes.....<br>5 catch-basins.....                                     | \$15,648 06                    |
| Mark street, from Day street to 203 feet easterly.*   | July 21, 1924  | Aug. 27, 1924 | William Barrett & Co. ....    | 203.80<br>203.80                   | 10" pipe, sanitary.....<br>12" pipe, surface.....<br>3 manholes.....  | 2,648 92                       |
| Bolster street, from Mozart street to Wyman street.*  | Aug. 12, 1924  | Aug. 25, 1924 | C. Iacozza.....               | 362<br>35                          | 12" pipe, sanitary.....<br>10" pipe, catch-basin drain.....<br>3 manholes.....<br>2 catch-basins.....   | 2,409 20                       |
| Harold street at Howland street.....  | Sept. 29, 1924 | Oct. 2, 1924  | J. J. McCarthy & Co. ....     | 15.50                              | 10" pipe, sanitary.....   | 192 00                         |
| <b>CITY PROPER.</b>   |                |               |                               |                                    |   |                                |
| Alley 711, from Waltham street to Hanson street.  | .....          | .....         | .....                         | .....                              | .....   | 151 63                         |
| Catch-basins, manholes and minor drains.....  | .....          | .....         | .....                         | .....                              | .....   | 3,675 89                       |
| Post Office square, from Water street to Bath street; Bath street from Post Office square to about 91 feet southeasterly. | Jan. 18, 1924  | Feb. 2, 1924  | C. & R. Construction Company. | 11.50<br>8.17<br>18.50<br>6<br>3   | 15" pipe, sanitary.....<br>12" cast-iron pipe, sanitary.....<br>10" pipe, sanitary.....<br>8" pipe, sanitary.....<br>10" pipe, catch-basin drain.....<br>1 manhole.....<br>1 catch-basin..... | 3,358 28                       |

|   |                |               |                          |                |  |           |          |
|---|----------------|---------------|--------------------------|----------------|--|-----------|----------|
| Salem place, from Salem street to about 83 feet westerly, and outlet in Salem street, from Salem place to Cross street. |                |               |                          |                |  |           | 365 82   |
| Florence street, from Harrison avenue to Washington street.   |                |               |                          |                |  |           | 1,683 21 |
| Public Alley 541, from Public Alley 542 to about 75 feet northwesterly.   |                |               |                          |                |  |           | 189 71   |
| Congress street, from Atlantic avenue to Purchase street.   | April 4, 1924  | June 7, 1924  | M. H. Loomie.            | 167 20<br>95   | 24" D. S. pipe, sanitary.<br>10" pipe, catch-basin drain.<br>1 manhole.<br>3 catch-basins. |           | 7,688 52 |
| Shawmut avenue, from Warrenton street to Roxbury street.*   | April 29, 1924 | July 22, 1924 | M. H. Gaddis.            | 1,037          | 10" pipe, catch-basin drain.<br>14 manholes.<br>64 catch-basins.                           | 27,942 06 |          |
| Public Alley 544, from Public Alley 543 to Carleton street.   |                |               | Advertised, not awarded. |                |  | 9 50      |          |
| Boylston street at Ipswich street.  | Sept. 3, 1924  | Nov. 13, 1924 | Day labor.               | 31 90<br>35 30 | 15" pipe, sanitary.<br>18" pipe, sanitary.<br>1 manhole.                                   | 3,717 27  |          |

\* Cost not complete.

## Recapitulation.

| DISTRICT.         | Linear Feet<br>Sewers. | Linear Feet<br>Catch-basin<br>Drains. | Manholes. | Catch-basins. | Amount<br>Expended. |
|-------------------|------------------------|---------------------------------------|-----------|---------------|---------------------|
| South Boston..... | 521 17                 | .....                                 | 3         | .....         | \$7,748 06          |
| East Boston.....  | 1,763 14               | .....                                 | 12        | 9             | 33,605 06           |
| Charlestown.....  | 160 10                 | .....                                 | 1         | .....         | 2,095 30            |
| Brighton.....     | 6,913 14               | 174                                   | 40        | 10            | 65,070 25           |
| West Roxbury..... | 21,610 23              | 408 05                                | 134       | 23            | 251,168 76          |
| Dorchester.....   | 8,776 65               | 245                                   | 63        | 18            | 133,164 69          |
| Hyde Park.....    | 3,863 55               | .....                                 | 31        | .....         | 19,595 51           |
| Roxbury.....      | 4,314 21               | 111                                   | 19        | 10            | 30,373 48           |
| City Proper.....  | 279 57                 | 1,135                                 | 17        | 70            | 48,781 89           |

Sewerage Works Construction, February 1, 1924, to January 31, 1925,  
Inclusive.*New Catch-basins and Manholes built by Day Labor and Contract.*

| DISTRICT.         | Catch-basins. | Manholes. | Total Cost.  |
|-------------------|---------------|-----------|--------------|
| South Boston..... | 12            | 10        | \$9,156 34   |
| East Boston.....  | 6             | 1         | 2,640 69     |
| Charlestown.....  | 4             | 5         | 4,052 55     |
| Brighton.....     | 10            | 8         | 4,410 08     |
| West Roxbury..... | 25            | 7         | 10,839 94    |
| Dorchester.....   | 63            | 10        | 19,822 09    |
| Hyde Park.....    | 9             | 1         | 3,941 52     |
| Roxbury.....      | 59            | 16        | 29,019 72    |
| City Proper.....  | 24            | 34        | 26,883 04    |
| Totals.....       | 212           | 92        | \$110,765 97 |

## SEWERAGE WORKS LOAN, 1924-25.

Engineers' salaries, general . . . . . \$106,013 05  
Amount charged to construction of sewers . . . . . 23,609 00

\$129,622 05

## ENGINEERING EXPENSE.

|                          |                    |
|--------------------------|--------------------|
| Labor . . . . .          | \$2,592 31         |
| Teaming . . . . .        | 805 00             |
| Borings . . . . .        | 1,414 04           |
| Transportation . . . . . | 2,059 47           |
| Supplies, etc. . . . .   | 4,937 48           |
|                          | <u>\$11,808 30</u> |

## PUMPING STATION CONSTRUCTION.

|                                 |                    |
|---------------------------------|--------------------|
| Advertising . . . . .           | \$8 50             |
| Labor . . . . .                 | 1,878 65           |
| Contracts . . . . .             | 10,233 53          |
| Professional services . . . . . | 857 98             |
| Materials, etc. . . . .         | 2,010 77           |
|                                 | <u>\$14,989 43</u> |

## SUNDRIES.

|   |                    |
|---|--------------------|
| Labor . . . . .                         | \$1,462 76         |
| Paving service . . . . .                | 126 30             |
| Material . . . . .                      | 35,206 39          |
|   | <u>\$36,795 45</u> |
| Less material charged to jobs . . . . . | 36,190 99          |
|   | <u>\$604 46</u>    |

## COURT EXECUTIONS AND AWARDS ON ACCOUNT OF LAND-TAKINGS, ETC.

|  |                    |
|--|--------------------|
| J. J. Kelleher, Germantown district . . . . .  | \$500 00           |
| Fred H. Plouff, River street, Hyde Park . . . . .  | 500 00             |
| C. & R. Construction Company, Muddy river<br>conduit, contract dated June 25, 1920 . . . . . | 17,000 00          |
|  | <u>\$18,000 00</u> |

## Sewerage Works, Charles River Basin.

*Expenditures February 1, 1924, to January 31, 1925.*

| ACCOUNTS.                             | Labor.     | Paid to<br>Contractors. | Total.      |
|---------------------------------------|------------|-------------------------|-------------|
| Engineers' salaries . . . . .         | \$1,525 09 | .....                   | \$1,525 09  |
| Sewers built in entire city . . . . . | 1,471 54   | \$47,573 93             | 49,045 47   |
| Totals . . . . .                      | \$2,996 63 | \$47,573 93             | \$50,570 56 |

Sewerage Works, Charles River Basin, Construction, February 1, 1924, to January 31, 1925, Inclusive.

| LOCATION.  | Begun. | Finished. | Built by. | Length<br>(Feet.) | Character. | Amount<br>Expended<br>in 1924. |
|--|--------|-----------|-----------|-------------------|------------|--------------------------------|
| BRIGHTON.  |        |           |           |                   |            |                                |
| Colonial road and outlet in Board of Survey street<br>No. 2396, Union street and Shepard street. |        |           |           |                   |            | \$815 21                       |
| North Harvard street, from Kinglsey street to a<br>point about 100 feet northerly.               |        |           |           |                   |            | 40 89                          |
| Scottfield road from Commonwealth avenue to<br>Warren street.                                    |        |           |           |                   |            | 391 55                         |
| Sorrento street, from Hopedale street to Eaton<br>street.  |        |           |           |                   |            | 237 57                         |
| Wirt street, from Henshaw street to Washington<br>street.  |        |           |           |                   |            | 91 84                          |
| WEST ROXBURY.  |        |           |           |                   |            |                                |
| La Grange street, from Vale street to Summit<br>street about 1,060 feet northerly.               |        |           |           |                   |            | 239 08                         |
| Plainfield street, from Brook street to about 220<br>feet northwesterly.                         |        |           |           |                   |            | 59 13                          |
| Jamaica place, from Arborway to end of Jamaica<br>place.   |        |           |           |                   |            | 96 28                          |
| Hyde Park avenue, from Wyvern street to about<br>150 feet southerly.                             |        |           |           |                   |            | 70 31                          |
| Curley street, from Paine street to about 185 feet<br>northerly.                                 |        |           |           |                   |            | 237 04                         |
| Midvale road, from Hodgdon terrace to Corry<br>street.   |        |           |           |                   |            | 247 36                         |

|  |               |                |                  |                         |  |           |
|--|---------------|----------------|------------------|-------------------------|--|-----------|
| New Haven street, from 500 feet south of North avenue to Upland street.  | Dec. 1, 1923  | Feb. 9, 1924   | A. Grande.       | 15.35<br>8.13           | 10" pipe, sanitary.<br>10" pipe, surface.<br>3" manholes.                      | 1,992 24  |
| Wright road, from Upland street to North avenue.   |               |                |                  |                         |  | 666 42    |
| Union terrace, from Morton street to Forest Hills avenue.  | Dec. 4, 1923  | April 9, 1924  |                  |                         |  | 8,051 07  |
| Weld street, from Board of Survey street No. 1799 to Parkvale road.  | Feb. 11, 1924 | Sept. 20, 1924 | V. Barletta.     | 934.50                  | 12" pipe, sanitary<br>6 manholes.  | 24,730 42 |
| Weld street, from Parkvale road to Church street; Parkvale road and Church street, from Weld street to 150 feet southeast of Parkvale road.* | Nov. 3, 1924  |                | V. Barletta.     | 1,302<br>247            | 10" pipe, sanitary<br>12" pipe, sanitary.<br>10 manholes.                      | 5,781 82  |
| DORCHESTER.  |               |                |                  |                         |  |           |
| Hosmer street, from Norfolk street to 167 feet northwesterly.  |               |                |                  |                         |  | 183 23    |
| Floyd street, from 450 feet southwest of Lucerne street to Callender street.   | Nov. 22, 1923 | Feb. 14, 1924  | George J. Regan. | 83.10<br>102.40<br>7.00 | 10" pipe, sanitary.<br>12" pipe, surface.<br>10" pipe, surface.<br>2 manholes. | 3,611 30  |
| ROXBURY.   |               |                |                  |                         |  |           |
| Public Alley No. 937, from Boylston street to about 133 feet southerly.  |               |                |                  |                         |  | 177 51    |
| Public Alley No. 938, from Ipswich street to Ipswich street.   |               |                |                  |                         |  | 865 53    |
| Silva place, from Munroe street to about 134 feet southerly.   |               |                |                  |                         |  | 274 54    |
| CITY PROPER.   |               |                |                  |                         |  |           |
| Stuart street, from Washington street to Columbus avenue; Eliot street, from Stuart street to Broadway.                                      |               |                |                  |                         |  | 185 13    |

\* Cost not complete.

## Recapitulation.

| DISTRICT.         | Linear Feet<br>Sewers. | Linear Feet<br>Catch-basin<br>Drains. | Manholes. | Catch-basins. | Amount<br>Expended. |
|-------------------|------------------------|---------------------------------------|-----------|---------------|---------------------|
| Brighton.....     |                        |                                       |           |               | \$1,577 06          |
| West Roxbury..... | 2,506.98               |                                       | 19        |               | 42,171 17           |
| Dorchester.....   | 192.50                 |                                       | 2         |               | 3,794 53            |
| Roxbury.....      |                        |                                       |           |               | 1,317 58            |
| City Proper.....  |                        |                                       |           |               | 185 13              |

## Catch-basins in Charge of Sewer Service.

| DISTRICT.         | CATCH-BASIN DATA FOR<br>YEAR ENDED JANUARY 31, 1925. |                                    |                  | TOTAL FOR WHOLE CITY<br>IN CHARGE OF SEWER<br>SERVICE. |   |
|-------------------|--|------------------------------------|------------------|--|---|
|                   | Number<br>Built or<br>Rebuilt.                       | Number<br>Abandoned<br>or Removed. | Net<br>Increase. | Previous<br>Report to<br>February 1,<br>1924.          | Grand Total<br>to<br>February 1,<br>1925. |
| City proper.....  | 68   | 55                                 | 13               | 3,295  | 3,308                                     |
| Roxbury.....      | 95   | 57                                 | 38               | 2,895  | 2,933                                     |
| South Boston..... | 12   | 5                                  | 7                | 1,267  | 1,274                                     |
| East Boston.....  | 15   | 2                                  | 13               | 901  | 914                                       |
| Charlestown.....  | 4  |                                    | 4                | 768  | 772                                       |
| Brighton.....     | 20   |                                    | 20               | 1,318  | 1,338                                     |
| West Roxbury..... | 48   |                                    | 48               | 2,252  | 2,300                                     |
| Dorchester.....   | 81   | 37                                 | 44               | 3,563  | 3,607                                     |
| Hyde Park.....    | 9  |                                    | 9                | 391  | 400                                       |
| Totals.....       | 352  | 156                                | 196              | 16,650   | 16,846                                    |

**Summary of Sewer Construction for Twelve Months Ending  
January 31, 1925.**

| DISTRICT.          | Built by<br>City by<br>Contractor or<br>Day Labor. |                     | Built by<br>Private<br>Parties. |                     | Total Length Built. |  |
|--------------------|--|---------------------|---------------------------------|---------------------|---------------------|--|
|                    | <i>Linear Feet.</i>                                | <i>Linear Feet.</i> | <i>Linear Feet.</i>             | <i>Linear Feet.</i> | <i>Miles.</i>       |  |
| City proper.....   | 205.57   | 287.50              | 493.07                          |                     | 0.093               |  |
| Roxbury.....       | 4,382.41   | .....               | 4,382.41                        |                     | 0.830               |  |
| South Boston.....  | 521.17   | .....               | 521.17                          |                     | 0.099               |  |
| East Boston.....   | 1,929.14   | 2,036.77            | 3,965.91                        |                     | 0.751               |  |
| Charlestown.....   | 160.10   | .....               | 160.10                          |                     | 0.030               |  |
| Brighton.....      | 6,912.64   | 506.91              | 7,419.55                        |                     | 1.405               |  |
| West Roxbury.....  | 24,207.16  | 1,344.10            | 25,551.26                       |                     | 4.839               |  |
| Dorchester.....    | 8,527.15   | 391.60              | 8,918.75                        |                     | 1.689               |  |
| Hyde Park.....     | 3,863.55   | .....               | 3,863.55                        |                     | 0.732               |  |
| <b>Totals.....</b> | <b>50,708.89</b>                                   | <b>4,566.88</b>     | <b>55,275.77</b>                |                     | <b>10.468</b>       |  |

**Net Increase in Length of Sewers Between February 1, 1924, and  
January 31, 1925.**

| DISTRICT.   | Length of<br>Sewers Built<br>During the<br>Twelve<br>Months<br>ended<br>January 31,<br>1925. | Length of<br>Sewers Re-<br>built or<br>Abandoned<br>During the<br>Twelve<br>Months<br>ended<br>January 31,<br>1925. | Net Increase for the<br>Twelve Months Ended<br>January 31, 1925. |               |
|---|--|---|--|---------------|
|   | <i>Linear Feet.</i>  | <i>Linear Feet.</i>   | <i>Linear Feet.</i>  | <i>Miles.</i> |
| City proper.....  | 493.07   | 423.90  | 69.17  | 0.013         |
| Roxbury.....  | 4,382.41   | 77.90   | 4,304.51   | 0.815         |
| South Boston.....   | 521.17   | .....   | 521.17   | 0.099         |
| East Boston.....  | 3,965.91   | 424.10  | 3,541.81   | 0.671         |
| Charlestown.....  | 160.10   | .....   | 160.10   | 0.030         |
| Brighton.....   | 7,419.55   | .....   | 7,419.55   | 1.405         |
| West Roxbury.....   | 25,551.26  | 426.00  | 25,125.26  | 4.758         |
| Dorchester.....   | 8,918.75   | 1,120.65  | 7,798.10   | 1.477         |
| Hyde Park.....  | 3,863.55   | .....   | 3,863.55   | 0.732         |
| Totals.....   | 55,275.77  | 2,472.55  | 52,803.22  | 10.000        |
| <i>Total Length of Sewers.</i>  |  |   | <i>Miles.</i>  |               |
| Common sewers and surface drains previous to February 1, 1924.....                                      |  |   | 971.29   |               |
| Net increase of common sewers and surface drains between February 1, 1924,<br>and January 31, 1925..... |  |   | 10.00  |               |
| Total common sewers and surface drains to January 31, 1925.....   |  |   | 981.29   |               |
| Intercepting sewers connecting with Metropolitan sewers to January 31,<br>1925.....                     |  |   | 6.81 *   |               |
| Boston main drainage intercepting sewers to January 31, 1925.....                                       |  |   | 24.12 *  |               |
| Grand total of common and intercepting sewers to January 31, 1925..                                     |  |   | 1,012.22   |               |
| Total mileage of streets containing sewerage works to February 1, 1925,                                 |  |   | 597.03   |               |

\* No addition during 1924.

**Summary of Sewer Construction for Five Years Previous to  
February 1, 1925.**

|  | 1920.                   | 1921,                   | 1922.                   | 1923.                   | 1924.                   |
|--|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
|  | <i>Linear<br/>Feet.</i> | <i>Linear<br/>Feet.</i> | <i>Linear<br/>Feet.</i> | <i>Linear<br/>Feet.</i> | <i>Linear<br/>Feet.</i> |
| Built by city by contract or<br>day labor..... | 42,541.12               | 37,115.48               | 63,156.54               | 41,076.39               | 50,708.89               |
| Built by private parties. ....                 | 12.00                   | 279.18                  | 1,641.30                | 2,609.10                | 4,566.88                |
| Totals.....                                    | 42,553.12               | 37,394.66               | 64,797.84               | 43,685.49               | 55,275.77               |

**Sewage Statistics for Year Ended January 21, 1925.**

| MONTH.         | Total<br>Pumped<br>Gallons.* | Average<br>per Day<br>Gallons. | Minimum<br>per Day<br>Gallons. | Maximum<br>per Day<br>Gallons. | Average<br>Lift,<br>Feet. | Average<br>Duty Foot-<br>pounds per<br>Gallon of Oil. |
|----------------|------------------------------|--------------------------------|--------------------------------|--------------------------------|---------------------------|---|
| <b>1924.</b>   |                              |                                |                                |                                |                           |   |
| February.....  | 2,601,398,738                | 89,703,370                     | 76,371,754                     | 113,552,958                    | 35.6                      | 7,500,000   |
| March.....     | 3,464,154,266                | 111,746,918                    | 77,110,783                     | 141,088,605                    | 35.5                      | 7,800,000   |
| April.....     | 3,467,092,220                | 115,569,740                    | 85,073,797                     | 150,134,735                    | 35.6                      | 7,800,000   |
| May.....       | 3,565,556,856                | 115,017,963                    | 85,388,831                     | 153,427,544                    | 35.5                      | 8,100,000   |
| June.....      | 3,220,712,080                | 107,357,069                    | 86,457,126                     | 133,581,353                    | 35.6                      | 8,200,000   |
| July.....      | 2,646,363,489                | 85,366,532                     | 56,246,839                     | 111,581,798                    | 35.7                      | 7,900,000   |
| August.....    | 2,597,777,991                | 83,799,290                     | 65,117,047                     | 156,562,167                    | 35.7                      | 7,800,000   |
| September..... | 3,106,235,317                | 103,551,177                    | 76,481,467                     | 123,447,894                    | 35.6                      | 7,700,000   |
| October.....   | 2,694,435,960                | 86,917,289                     | 70,232,474                     | 108,423,518                    | 36.0                      | 7,200,000   |
| November.....  | 2,374,462,701                | 79,182,090                     | 59,748,846                     | 131,340,528                    | 36.5                      | 7,200,000   |
| December.....  | 2,818,223,072                | 90,910,422                     | 75,891,398                     | 122,354,514                    | 36.0                      | 7,500,000   |
| <b>1925.</b>   |                              |                                |                                |                                |                           |   |
| January.....   | 2,959,900,679                | 95,480,667                     | 67,160,836                     | 146,051,605                    | 36.0                      | 7,700,000   |
| Totals.....    | 35,517,312,572               |                                |                                |                                | 429.3                     |   |
| Averages.....  | 97,317,706                   |                                |                                |                                | 35.8                      |   |

\* Gallons pumped based on displacement. Total gallons of oil burned from February 1, 1924, to January 31, 1925, inclusive — 1,322,170.

## Cost of Pumping.

| ITEMS.                                   | Cost.        | Cost per<br>Million Foot<br>Gallons. |
|--|--------------|--------------------------------------|
| Labor.....                               | \$72,482 80  | \$0 05954                            |
| Gallons of fuel oil.....                 | 58,175 48    | 04778                                |
| Oils and waste.....                      | 2,886 90     | 00237                                |
| Rubber valves and packing.....           | 2,026 66     | 00166                                |
| Miscellaneous renewals and supplies..... | 25,871 15    | 02125                                |
| Totals.....                              | \$161,442 99 | \$0 13260                            |
| Labor and screens.....                   | \$7,510 00   | \$0 00618                            |

## Sewage Statistics for Year Ending January 31, 1925.

| MONTH.         | Cheeses. | Weight.<br>(Pounds.) |
|----------------|----------|----------------------|
| <b>1924.</b>   |          |                      |
| February.....  | 331      | 75,271               |
| March.....     | 182      | 43,862               |
| April.....     | 253      | 60,973               |
| May.....       | 159      | 38,319               |
| June.....      | 148      | 25,669               |
| July.....      | 234      | 56,394               |
| August.....    | 231      | 55,671               |
| September..... | 179      | 33,139               |
| October.....   | 242      | 58,332               |
| November.....  | 237      | 57,117               |
| December.....  | 232      | 55,912               |
| <b>1925.</b>   |          |                      |
| January.....   | 283      | 68,203               |
|                | 2,711    | 628,862              |

$314\frac{162}{2000}$  tons. Averages 241 pounds to cheese.

*Sludge Received and Removed in Deposit Sewers, Calf Pasture,  
1924.*

|                                   |   |       |             |
|-----------------------------------|---|-------|-------------|
| Sludge in sewers February 1, 1924 | . | 2,694 | cubic yards |
| Received during year              | . | 1,966 | " "         |
|                                   |   | 4,660 | " "         |
| Removed during year               | . | 2,983 | " "         |
| Sludge in sewers February 1, 1925 | . | 1,677 | " "         |

## SANITARY SERVICE.

## FINANCIAL STATEMENT.

|  |                    |
|--|--------------------|
| Appropriation  | \$2,898,443 36     |
| Expended by Sanitary Service . \$1,931,188 36                          |                    |
| Expended by Street Cleaning and<br>Oiling Service . . . . . 921,185 33 |                    |
|  | <hr/> 2,852,373 69 |
| Transferred to other departments and services,                         | <u>\$46,069 67</u> |

## INCOME.

Statement showing amount in cash and bills deposited with the City Collector from February 1, 1924 to January 31, 1925, and credited to general revenue.

|   |                     |
|---|---------------------|
| Tickets and bills for the removal of ashes and<br>waste . . . . . | \$104,645 85        |
| Sale of manure . . . . .  | 3,507 00            |
| Labor and materials . . . . .                                     | 88 32               |
|   | <hr/>               |
| Total . . . . .   | <u>\$108,241 17</u> |

## AMOUNT PAID INTO THE CITY TREASURY DURING THE YEAR.

|                                      |                     |
|--------------------------------------|---------------------|
| Removal of ashes and waste . . . . . | \$104,656 74        |
| Sale of manure . . . . .             | 3,059 08            |
| Labor and materials . . . . .        | 1 00                |
|                                      | <hr/>               |
|                                      | <u>\$107,716 82</u> |

## Total Cost of House Dirt, Waste, Rubbish and Offal, 1924.

|   |                |
|---|----------------|
| Salaries, division engineer, supervisor, general<br>foreman and medical inspector . . . . . | \$16,196 11    |
| Office supplies and expenses, printing, stationery, etc. . . . .                            | 3,553 97       |
| Ashes, waste and rubbish account . . . . .  | 1,215,877 62   |
| House offal account . . . . .   | 574,517 79     |
|   | <hr/>          |
| Carried forward . . . . .   | \$1,810,145 49 |

|                            |            |                 |
|----------------------------|------------|-----------------|
| <i>Brought forward</i>     |            | \$1,810,145 49  |
| Retired veterans' pensions | \$1,651 29 |                 |
| Retired laborers' pensions | 7,938 29   |                 |
|                            |            | <u>9,589 58</u> |
| Total                      |            | \$1,819,735 07  |

CONSTRUCTION REPAIRS AND HORSESHOE-  
ING ACCOUNT.

|                    |             |                   |
|--------------------|-------------|-------------------|
| Expended for labor | \$84,523 36 |                   |
| Expended for stock | 35,813 17   |                   |
|                    |             | <u>120,354 53</u> |
|                    |             | \$1,940,089 60    |

WORK DONE FOR OTHER SERVICES.

|                |            |                       |
|----------------|------------|-----------------------|
| Paving Service | \$6,147 97 |                       |
| Sewer Service  | 1,315 52   |                       |
| Water Service  | 1,437 75   |                       |
|                |            | <u>8,901 24</u>       |
| Total          |            | <u>\$1,931,188 36</u> |

## Items of Expenditure for the Year 1924-25.

|   |                |
|---|----------------|
| Salary, division engineer (in part).....  | \$1,666 67     |
| Salary, supervisor (in part).....   | 1,754 79       |
| Salary, medical inspector (in part).....  | 1,029 14       |
| Salary, chief veterinary (in part).....   | 1,125 00       |
| Salary, foremen.....  | 20,307 71      |
| Salaries, yard clerks.....  | 3,475 23       |
| Labor, collecting and disposing of house dirt and ashes.....                            | 603,272 69     |
| Labor, collecting and disposing of waste and rubbish.....                               | 38,533 03      |
| Labor, collecting and disposing of house offal.....                                     | 340,763 69     |
| Labor and stock at stables and yards.....   | 84,091 06      |
| Hired teams on ashes.....   | 69,919 95      |
| Contractor on ashes, East Boston, Brighton, West Roxbury, Dorchester and Hyde Park..... | 244,684 00     |
| Contractor on offal, East Boston, Brighton, West Roxbury, Dorchester and Hyde Park..... | 123,500 00     |
| Holidays, pay allowed.....  | 87,324 46      |
| Vacations, pay allowed.....   | 27,555 25      |
| Grain.....  | 21,899 58      |
| Hay and straw.....  | 28,693 16      |
| Medical attendance and pay allowed injured employees.....                               | 13,387 26      |
| Veterinary services and medicines.....  | 320 65         |
| Outside wheelwright, blacksmith, horseshoeing, etc.....                                 | 31,157 75      |
| Labor, stock and wheelwright, blacksmith, painting, etc.....                            | 97,744 05      |
| Repairs to stables and sheds.....   | 31,388 58      |
| Fuel.....   | 3,869 33       |
| Gas.....  | 357 73         |
| Electric light and power.....   | 3,486 26       |
| Printing, stationery, office supplies, etc.....   | 3,938 90       |
| Automobile expense.....   | 34,152 18      |
| Retired veterans' pensions.....   | 1,651 29       |
| Retired laborers' pensions.....   | 7,938 29       |
| Rent.....   | 1,500 00       |
| Telephone tolls and rentals.....  | 700 68         |
| Total.....  | \$1,931,188 36 |

## Amount Expended for the Collection and Disposal of Ashes, Garbage, Waste and Rubbish, by District, 1924-25.

| Districts.                         | Popula-<br>tion. | ASHES          |             | GARBAGE.     |             | WASTE AND RUBBISH. |             | Total Cost.    | Total Cost<br>per Capita. |
|------------------------------------|------------------|----------------|-------------|--------------|-------------|--------------------|-------------|----------------|---------------------------|
|                                    |                  | Cost.          | Per Capita. | Cost.        | Per Capita. | Cost.              | Per Capita. |                |                           |
|                                    |                  |                |             |              |             |                    |             |                |                           |
| 1. South Boston.....               | 72,878           | \$73,766 43    | \$1.0122    | \$28,188 00  | \$0.3868    | \$667 50           | \$0.0091    | \$102,621 93   | \$1.4081                  |
| 2. East Boston.....                | 65,924           | 49,480 91      | 0.7505      | 12,696 92    | 0.1926      | .....              | .....       | 62,177 83      | 0.9431                    |
| 3. Charlestown.....                | 35,833           | 45,703 40      | 1.2475      | 12,932 58    | 0.2361      | .....              | .....       | 58,635 98      | 1.4386                    |
| 4. Brighton.....                   | 44,620           | 50,170 89      | 1.1397      | 33,070 84    | 0.7502      | .....              | .....       | 83,241 73      | 1.8909                    |
| 5. West Roxbury.....               | 60,928           | 43,699 39      | 0.7172      | 29,626 11    | 0.4862      | .....              | .....       | 73,325 50      | 1.2034                    |
| 6. Dorchester.....                 | 161,905          | 149,240 63     | 0.9217      | 83,450 92    | 0.5154      | .....              | .....       | 232,691 55     | 1.4371                    |
| 7. Roxbury.....                    | 128,771          | 192,587 01     | 1.4956      | 78,320 19    | 0.6082      | 11,104 04          | 0.0878      | 282,011 24     | 2.1916                    |
| 8 and 9. South End and Back Bay... | 117,755          | 246,494 90     | 2.0933      | 89,811 17    | 0.7627      | 45,554 32          | 0.3878      | 381,860 39     | 3.2438                    |
| 10. North and West Ends.....       | 74,736           | 109,223 70     | 1.4615      | 26,216 46    | 0.3494      | 10,559 21          | 0.1414      | 145,999 37     | 1.9523                    |
| 11. Hyde Park.....                 | 19,340           | 7,958 79       | 0.4115      | 4,888 79     | 0.2512      | .....              | .....       | 12,817 58      | 0.6627                    |
| 12. Disposal station.....          | .....            | 176,950 83     | .....       | 175,345 81   | .....       | .....              | .....       | 355,142 45     | .....                     |
| Totals.....                        | 782,090          | \$1,145,276 88 | .....       | \$374,517 79 | .....       | \$70,730 88        | .....       | \$1,790,525 55 | .....                     |

## House Dirt and Ashes Removed.

| YEARS.    | Loads.  | Cubic Yards. | Tons.   |
|-----------|---------|--------------|---------|
| 1920..... | 288,646 | 891,042      | 363,097 |
| 1921..... | 264,244 | 967,955      | 394,435 |
| 1922..... | 272,245 | 1,025,555    | 417,915 |
| 1923..... | 280,448 | 1,065,625    | 434,234 |
| 1924..... | 276,818 | 1,099,636    | 448,094 |

## House Offal Removed.

| YEARS.    | Loads. | Cubic Yards. | Tons.  |
|-----------|--------|--------------|--------|
| 1920..... | 40,881 | 100,865      | 59,507 |
| 1921..... | 47,711 | 118,237      | 69,182 |
| 1922..... | 44,860 | 110,555      | 71,175 |
| 1923..... | 50,115 | 127,052      | 74,962 |
| 1924..... | 50,584 | 142,822      | 84,264 |

## Waste and Rubbish Removed.

| YEARS.    | LOADS.       |                | Cubic Yards. | Tons. |
|-----------|--------------|----------------|--------------|-------|
|           | Paper Carts. | Market Wagons. |              |       |
| 1920..... | 3,794        | 2,717          | 47,949       | 5,641 |
| 1921..... | 3,295        | 2,306          | 52,224       | 6,144 |
| 1922..... | 2,850        | 4,055          | 54,071       | 6,455 |
| 1923..... | 1,924        | 4,589          | 53,409       | 6,394 |
| 1924..... | 1,901        | 4,601          | 53,443       | 6,390 |

## Loads of Material Collected from February 1, 1920, to January 29, 1925.

| YEARS.    | Ashes.  | Offal. | Rubbish. | Total Loads. | Tons.   |
|-----------|---------|--------|----------|--------------|---------|
| 1920..... | 238,646 | 49,881 | 6,511    | 286,038      | 428,245 |
| 1921..... | 264,244 | 47,711 | 6,786    | 318,741      | 469,961 |
| 1922..... | 272,245 | 44,860 | 6,905    | 324,010      | 495,545 |
| 1923..... | 280,448 | 50,115 | 6,513    | 337,076      | 515,590 |
| 1924..... | 276,818 | 50,584 | 6,502    | 333,904      | 538,748 |



## Summary.

| MATERIAL.  | Cubic<br>Yards. | Tons.   |
|------------|-----------------|---------|
| Ashes..... | 471,100         | 191,971 |
| Offal..... | 56,753          | 33,484  |

Final Disposition of all Material in Loads and Tons (2,000 Pounds). Collected by the Sanitary Service, February 1, 1924, to January 29, 1925.

| CLASS OF REFUSE.          | COLEMAN DISPOSAL<br>COMPANY. |         | COLLECTED AND<br>DISPOSED OF BY<br>CONTRACTORS. |         | TOTAL LOADS. | TOTAL TONS. |
|---------------------------|------------------------------|---------|---|---------|--------------|-------------|
|                           | Loads.                       | Tons.   | Loads.  | Tons    |              |             |
| House dirt and ashes..... | 243,786                      | 363,085 | 33,032  | 85,009  | 276,808      | 448,094     |
| Offal.....                | 44,587                       | 68,670  | 5,997   | 15,594  | 50,584       | 84,264      |
| Waste and rubbish.....    | 6,502                        | 6,390   | .....   | .....   | 6,502        | 6,390       |
| Total.....                | 294,875                      | 438,145 | 39,029  | 100,603 | 333,904      | 538,748     |

## Cost of Collection and Disposal of Refuse by Contract in the City of Boston for the Year 1924-25.

| Contract Districts and Population. | CHARACTER OF REFUSE.                                      | Tons, (2,000 lbs.) | Total Tons. | Cost per Ton by Districts; Collection and Disposal. | Cost PER DISTRICTS. |              |                        | Where Disposed of.     |
|------------------------------------|---|--------------------|-------------|---|---------------------|--------------|------------------------|------------------------|
|                                    |   |                    |             |   | Cost.               | Total Cost.  | Total Cost per Capita. |                        |
| 2. (65,924) ..                     | {Mixed refuse, principally ashes (no kitchen wastes)..... | 30,373             | .....       | \$1 6291  | \$49,480 91         | .....        | .....                  | Inland dumps.          |
|                                    | {Garbage, principally kitchen wastes.....                 | 2,237              | .....       | 5 6758  | 12,696 92           | .....        | .....                  | *                      |
|                                    |   |                    | 32,610      | Av. \$1 9065  |                     | \$62,177 83  | \$0 9431               |                        |
| 4. (44,020) ..                     | {Mixed refuse, principally ashes (no kitchen wastes)..... | 27,420             | .....       | \$1 8297  | \$50,170 89         | .....        | .....                  | Inland dumps.          |
|                                    | {Garbage, principally kitchen wastes.....                 | 6,468              | .....       | 5 1129  | 33,070 84           | .....        | .....                  | *                      |
|                                    |   |                    | 33,888      | Av. \$2 4562  |                     | 83,241 73    | 1 8909                 |                        |
| 5. (33,906) ..                     | {Mixed refuse, principally ashes (no kitchen wastes)..... | 21,016             | .....       | \$0 8649  | \$18,177 44         | .....        | .....                  | Inland dumps.          |
|                                    | {Garbage, principally kitchen wastes.....                 | 5,417              | .....       | 2 7375  | 14,829 35           | .....        | .....                  | *                      |
|                                    |   |                    | 26,433      | Av. \$1 2485  |                     | 33,006 79    | 0 9735                 |                        |
| 6. (161,905) ..                    | {Mixed refuse, principally ashes (no kitchen wastes)..... | 106,962            | .....       | \$1 5824  | \$169,240 92        | .....        | .....                  |                        |
|                                    | {Garbage, principally kitchen wastes.....                 | 17,890             | .....       | 6 0627  | 108,450 63          | .....        | .....                  |                        |
|                                    |   |                    | 124,852     | Av. \$2 2241  |                     | 277,691 55   | 1 7152                 | Coleman Disposal Co. † |
| 11. Hyde Park (19,340)             | {Mixed refuse, principally ashes (no kitchen wastes)..... | 6,200              | .....       | \$1 2836  | \$7,958 79          | .....        | .....                  | Inland dumps.          |
|                                    | {Garbage, principally kitchen wastes.....                 | 1,472              | .....       | 3 3008  | 4,858 79            | .....        | .....                  | *                      |
|                                    |   |                    | 7,692       | Av. \$1 6663  |                     | 12,817 58    | .....                  |                        |
| 325,095                            | Totals.....   | .....              | 225,475     | .....   | .....               | \$468,935 48 | \$1 4425               |                        |

\* Removed beyond city limits and presumably fed to swine.

† Contract for disposal.

Total as above..... \$468,935 48  
 Add total of day labor table (between pages 168 and 169)..... 1,462,252 88  
 Net amount of appropriation..... \$1,931,188 36

**Cost of Collection and Disposal of Refuse by Day Labor Force in the City of Boston for the Year Ending January 31, 1925.**

| Districts and Population.     | CHARACTER OF REFUSE.                                     | COST PER TON BY DISTRICTS. |             |              |               |                                | COST OF DISTRICTS. |                        |               |                         |  |  | WHERE DISPOSED OF.        |
|-------------------------------|--|----------------------------|-------------|--------------|---------------|--------------------------------|--------------------|------------------------|---------------|-------------------------|--|--|---------------------------|
|                               |  | Tons (2,000 lbs).          | Total Tons. | To Collect.  | For Disposal. | Total Collection and Disposal. | To Collect.        | Total Cost to Collect. | For Disposal. | Total Cost of Disposal. | Total Cost of Collection and Disposal. | Total Cost per Capita, Collection, and Disposal. |                           |
| 1 (72,878).....               | Mixed refuse, principally ashes (no kitchen wastes)..... | 36,253                     |             | \$2 1451     | \$0 0704      | \$2 9928                       | \$75,215 61        |                        | \$2,550 82    |                         |  |  | Coleman Disposal Company. |
|                               | Garbage, principally kitchen wastes.....                 | 5,451                      |             | 5 4463       |               | 5 4468                         | 29,688 00          |                        |               |                         |  |  | Coleman Disposal Company. |
|                               | Store refuse, principally paper.....                     | 114                        |             | 5 8552       |               | 5 8552                         | 667 50             |                        |               |                         |  |  | Coleman Disposal Company. |
|                               |  | 41,818                     |             | Av. \$2 5855 | Av. \$0 0704  | Av. \$2 6559                   | \$105,571 11       |                        |               | \$2,550 82              | \$108,121 93                           | \$1 4830   |                           |
| 3 (35,833).....               | Mixed refuse, principally ashes (no kitchen wastes)..... | 22,591                     |             | \$2 1116     | \$0 0427      | \$2 1543                       | \$47,703 43        |                        | \$964 21      |                         |  |  | Coleman Disposal Company. |
|                               | Garbage, principally kitchen wastes.....                 | 1,320                      |             | 7 6968       |               | 7 6988                         | 13,932 58          |                        |               |                         |  |  | Coleman Disposal Company. |
|                               |  | 24,411                     |             | Av. \$2 5249 | Av. \$0 0427  | Av. \$2 5676                   | 60,671 77          |                        |               | 964 21                  | 61,635 98                              | 1 4410   |                           |
| 5 (part) and 7 (155,793)..... | Mixed refuse, principally ashes (no kitchen wastes)..... | 65,693                     |             | \$3 7412     | \$0 0450      | \$3 8162                       | \$245,773 77       |                        | \$2,998 00    |                         |  |  | Coleman Disposal Company. |
|                               | Garbage, principally kitchen wastes.....                 | 19,511                     |             | 5 3363       |               | 5 3363                         | 104,116 95         |                        |               |                         |  |  | Coleman Disposal Company. |
|                               | Store refuse, principally paper.....                     | 889                        |             | 12 6029      |               | 12 6029                        | 11,104 04          |                        |               |                         |  |  | Coleman Disposal Company. |
|                               |  | 86,093                     |             | Av. \$4 2279 | Av. \$0 0450  | Av. \$4 2729                   | 360,994 76         |                        |               | 2,998 00                | 363,992 76                             | 2 3364   |                           |
| 8 and 9 (117,755).....        | Mixed refuse, principally ashes (no kitchen wastes)..... | 79,020                     |             | \$3 4810     | \$0 0161      | \$3 4582                       | \$275,155 45       |                        | \$1,339 45    |                         |  |  | Coleman Disposal Company. |
|                               | Garbage, principally kitchen wastes.....                 | 16,408                     |             | 5 9292       | 0 1538        | 6 0832                         | 97,287 02          |                        | 2,524 15      |                         |  |  | Coleman Disposal Company. |
|                               | Store refuse, principally paper.....                     | 4,179                      |             | 10 9008      |               | 10 9008                        | 45,554 32          |                        |               |                         |  |  | Coleman Disposal Company. |
|                               |  | 99,607                     |             | Av. \$4 4963 | Av. \$0 0405  | Av. \$4 2368                   | 417,996 79         |                        |               | 3,863 60                | 421,860 39                             | 3 5740   |                           |
| 10 (74,736).....              | Mixed refuse, principally ashes (no kitchen wastes)..... | 52,536                     |             | \$2 1551     |               | \$2 1551                       | \$123,366 15       |                        |               |                         |  |  | Coleman Disposal Company. |
|                               | Garbage, principally kitchen wastes.....                 | 7,590                      |             | 3 6571       |               | 3 1571                         | 27,716 46          |                        |               |                         |  |  | Coleman Disposal Company. |
|                               | Store refuse, principally paper.....                     | 1,208                      |             | 8 7411       |               | 8 7411                         | 10,559 21          |                        |               |                         |  |  | Coleman Disposal Company. |
|                               |  | 61,334                     |             | Av. \$2 4537 |               | Av. \$2 4537                   | 161,641 82         |                        |               |                         | 161,641 82                             | 2 0271   |                           |
| *                             | Coleman Disposal Company.....                            |                            |             |              |               |                                |                    |                        |               | 345,000 00              | 345,000 00                             |  |                           |
| 456,995.....                  | Totals.....  |                            | 313,263     | Av. \$3 5334 | Av. \$1 1244  | Av. \$4 6678                   | \$1,106,876 25     |                        |               | \$355,376 63            | \$1,462,252 88                         | \$3 1778   |                           |

\* The amount paid to Coleman Disposal Company is for disposal of all refuse collected by the city force and Dorchester contracts.  
District 6 on page 168.

Total as above..... \$1,462,252 88  
Add total of contract table, page 168..... 468,865 48

Net amount of appropriation..... \$1,931,188 36

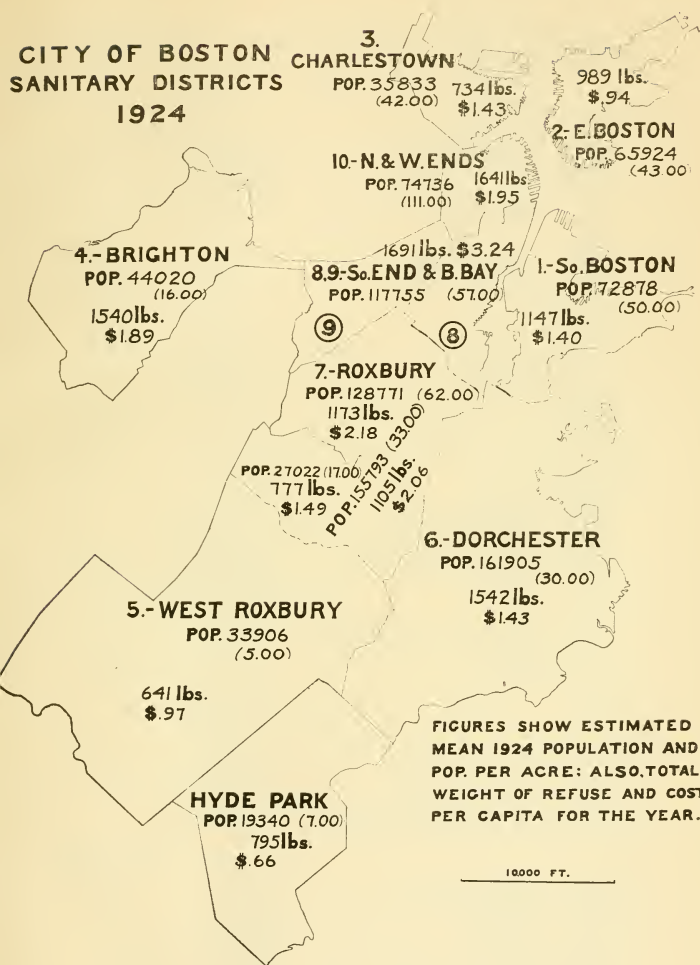
Coleman Disposal Company's contract calls for \$345,000 per year.







# CITY OF BOSTON SANITARY DISTRICTS 1924



# SEWER AND SANITARY DIVISION — STREET CLEANING AND OILING SERVICE.

## General Administration:

|  |            |
|--|------------|
| Salary, supervisor (in part) . . .           | \$1,605 51 |
| Salary, general foreman . . .                | 3,008 22   |
| Pensions, retired veterans . . .             | 4,337 51   |
| Pensions, retired laborers . . .             | 7,142 70   |
| Annuity, Acts of 1920 — chapter<br>132 . . . | 600 00     |
| Salary, medical inspector . . .              | 800 00     |
| Salary, chief veterinarian . . .             | 1,000 00   |
| Stationery . . .                             | 427 70     |
| Telephone . . .                              | 681 78     |
| Printing . . .                               | 940 60     |
| Injured employees . . .                      | 5,322 59   |
| Miscellaneous . . .                          | 289 30     |
| Auto repairs and maintenance . . .           | 2,093 60   |

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\$28,249 51

## General expenses other than general administration:

|   |             |
|---|-------------|
| Wages, stablemen . . .                    | \$48,086 66 |
| Wages, yardmen . . .                      | 10,352 65   |
| Wages, watchmen . . .                     | 5,796 94    |
| Wages, foremen's driver . . .             | 664 52      |
| Wages, clerks and messengers . . .        | 6,600 06    |
| Hay and straw . . .                       | 26,808 48   |
| Grain . . .                               | 19,393 83   |
| Electric light . . .                      | 223 74      |
| Veterinary service and medicines, . . .   | 443 31      |
| Horseshoeing . . .                        | 3,611 85    |
| Harnesses, etc. . .                       | 614 39      |
| Fuel . . .                                | 561 72      |
| Horses . . .                              | 7,000 00    |
| Care of horses . . .                      | 9 00        |
| Stable and yards, rent of . . .           | 283 33      |
| Stable and yards, supplies . . .          | 1,701 95    |
| Stable and yards, building repairs, . . . | 2,059 84    |
| Auto repairs and maintenance . . .        | 4,313 16    |

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138,525 43

## Operating expenses:

|                                  |             |
|----------------------------------|-------------|
| Salaries, district foremen . . . | \$18,520 18 |
| Salaries, inspectors . . .       | 50,591 98   |
| Wages, laborers . . .            | 438,143 70  |
| Hired autos . . .                | 14,246 50   |
| Holidays and pay allowed . . .   | 58,748 29   |

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*Carried forward* . . . \$580,250 65 

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 \$166,774 94

|  |              |                     |
|--|--------------|---------------------|
| <i>Brought forward</i> . . . . .               | \$580,250 65 | \$166,774 94        |
| Vacations . . . . .                            | 20,018 13    |                     |
| Dumps, use of . . . . .                        | 3,469 90     |                     |
| Snow licenses . . . . .                        | 500 00       |                     |
| Cart repairs . . . . .                         | 1,823 40     |                     |
| Water cart repairs . . . . .                   | 130 00       |                     |
| Tools and repairs . . . . .                    | 1,798 07     |                     |
| Vehicle supplies . . . . .                     | 293 52       |                     |
| Sweeping machine repairs . . . . .             | 148 08       |                     |
| Push carts and barrels . . . . .               | 2,627 74     |                     |
| Snow plows, repairs . . . . .                  | 583 22       |                     |
| Push brooms, teamsters brooms,<br>etc. . . . . | 1,878 50     |                     |
| Machine brooms . . . . .                       | 3,535 00     |                     |
| Sand . . . . .                                 | 834 44       |                     |
| Water cart hose . . . . .                      | 325 37       |                     |
| Flushing hose . . . . .                        | 537 80       |                     |
| Refuse boxes . . . . .                         | 356 40       |                     |
| Shovels, hoes and picks, etc . . . . .         | 1,273 45     |                     |
| Miscellaneous . . . . .                        | 1,793 30     |                     |
| Autos, repairs and maintenance . . . . .       | 52,756 52    |                     |
|  |              | 674,933 49          |
|  |              | <u>\$841,708 43</u> |

## STREET WATERING AND OILING BRANCH.

## General administration:

|  |          |            |
|--|----------|------------|
| Salary, supervisor (in part) . . . . . | \$139 61 |            |
| Stationery . . . . .                   | 37 19    |            |
| Advertising . . . . .                  | 10 00    |            |
| Printing . . . . .                     | 105 00   |            |
| Telephone . . . . .                    | 51 57    |            |
| Miscellaneous . . . . .                | 137 22   |            |
| Auto repairs and maintenance . . . . . | 1,295 81 |            |
|  |          | \$1,776 40 |

## General expenses other than general administration:

|  |         |        |
|--|---------|--------|
| Horseshoeing . . . . .                 | \$20 75 |        |
| Yard and stable supplies . . . . .     | 159 45  |        |
| Auto repairs and maintenance . . . . . | 514 31  |        |
|  |         | 694 51 |

## Operating expenses:

## Inspectors:

|                    |            |  |
|--------------------|------------|--|
| Water . . . . .    | \$4,477 13 |  |
| Oil . . . . .      | 5,033 13   |  |
| Sanding . . . . .  | 807 94     |  |
| Vacation . . . . . | 533 12     |  |
| Holiday . . . . .  | 809 35     |  |

|                                  |             |            |
|----------------------------------|-------------|------------|
| <i>Carried forward</i> . . . . . | \$11,660 67 | \$2,470 91 |
|----------------------------------|-------------|------------|

|  |                     |                    |
|--|---------------------|--------------------|
| <i>Brought forward</i> . . . . .                       | \$11,660 67         | \$2,470 91         |
| Calcide . . . . .                                      | 84 09               |                    |
| Stable repairs . . . . .                               | 30 69               |                    |
| Labor:   |                     |                    |
| Water . . . . .  | 4,290 54            |                    |
| Oil . . . . .  | 1,385 67            |                    |
| Sanding . . . . .                                      | 6,889 28            |                    |
| Vacation . . . . .                                     | 250 50              |                    |
| Holiday . . . . .                                      | 848 88              |                    |
| Calcide . . . . .                                      | 339 00              |                    |
| Building repairs . . . . .                             | 1,047 04            |                    |
| Allowed time . . . . .                                 | 124 51              |                    |
| Showers . . . . .                                      | 40 50               |                    |
| Hired autos . . . . .                                  | 11,289 75           |                    |
| Hired electric car sprinkler . . . . .                 | 4,864 00            |                    |
| Tools . . . . .  | 52 18               |                    |
| Hose . . . . .   | 45 00               |                    |
| Hydrant repairs . . . . .                              | 112 66              |                    |
| Sand . . . . .   | 5,416 74            |                    |
| Road oil . . . . .                                     | 24,122 02           |                    |
| Calcide . . . . .                                      | 756 52              |                    |
| Auto repairs and maintenance . . . . .                 | 3,355 75            |                    |
|  | <hr/>               | 77,005 99          |
|  |                     | <hr/>              |
|  |                     | <u>\$79,476 90</u> |
| Street Cleaning expenditures . . . . .                 | \$841,708 43        |                    |
| Street Watering and Oiling ex-<br>penditures . . . . . | 79,476 90           |                    |
|  | <hr/>               |                    |
|  | <u>\$921,185 33</u> |                    |

## DISTRIBUTION OF EXPENDITURES.

|   |              |                     |
|---|--------------|---------------------|
| Removing snow . . . . .   | \$83,583 32  |                     |
| Snow work on crossings and gutters, . . . . .                         | 22,754 30    |                     |
|   | <hr/>        | \$106,337 62        |
| Flushing streets . . . . .  |              | 25,013 61           |
| Street patrolling by teams . . . . .                                  | \$36,119 60  |                     |
| Street patrolling by push carts . . . . .                             | 174,829 05   |                     |
| Collecting of refuse boxes . . . . .                                  | 13,215 73    |                     |
|   | <hr/>        | 224,164 38          |
| Cleaning of paved streets . . . . .                                   | \$235,292 57 |                     |
| Cleaning of paved streets Elgin and<br>Springfield sweepers . . . . . | 38,560 32    |                     |
| Cleaning of macadam streets . . . . .                                 | 63,669 70    |                     |
| Cleaning of public alleys . . . . .                                   | 1,360 58     |                     |
|   | <hr/>        | 338,883 17          |
| Sanding of slippery streets . . . . .                                 |              | 4,584 69            |
| Work done for Sanitary Service . . . . .                              |              | 142,724 96          |
|   |              | <hr/>               |
| Totals . . . . .  |              | \$841,708 43        |
| Oiling public streets and ways . . . . .                              |              | 49,610 42           |
| Watering public streets and ways . . . . .                            |              | 29,866 48           |
|   |              | <hr/>               |
| Totals . . . . .  |              | <u>\$921,185 33</u> |

## Summary.

| ITEMS.                    | STREET CLEANING BRANCH. |              |              | STREET WATERING AND OILING BRANCH. |              |             |
|---------------------------|-------------------------|--------------|--------------|------------------------------------|--------------|-------------|
|                           | 1922-1923.              | 1923-1924.   | 1924-1925.   | 1922-1923.                         | 1923-1924.   | 1924-1925.  |
| Labor.....                | \$614,050 85            | \$630,918 48 | \$685,772 62 | \$38,869 45                        | \$23,510 89  | \$27,454 38 |
| Teaming.....              | 29,355 00               | 29,825 00    | 14,246 50    | 16,539 23                          | 20,270 00    | 16,153 75   |
| Supplies and repairs..... | 97,478 06               | 159,290 50   | 141,689 31   | 79,315 18                          | 65,061 44    | 35,868 77   |
| Totals.....               | \$740,883 91            | \$820,033 98 | \$841,708 43 | \$126,723 86                       | \$108,842 33 | \$79,476 90 |

## Cost of Snow Work and Volume Removed.

| DISTRICTS.               | Crossings and Gutters. | Removal.    | Total Cost.  | Single Loads. | Cubic Yards. | Cost per Cubic Yard. |
|--------------------------|------------------------|-------------|--------------|---------------|--------------|----------------------|
| South Boston.....        | \$3,565 56             | \$2,880 66  | \$6,446 22   | 823           | 2,058        | \$1 39               |
| East Boston.....         | 906 89                 | 847 02      | 1,753 91     | 295           | 736          | 1 15                 |
| Charlestown.....         | 2,165 49               | 686 55      | 2,852 04     | 234           | 585          | 1 17                 |
| Dorchester.....          | 102 10                 | .....       | 102 10       | .....         | .....        | .....                |
| Roxbury.....             | 444 43                 | .....       | 444 43       | .....         | .....        | .....                |
| Uptown.....              | 591 87                 | .....       | 591 87       | .....         | .....        | .....                |
| Downtown.....            | 3,405 15               | 20,434 03   | 23,839 18    | 14,919        | 37,297       | 0 547                |
| Back Bay.....            | 431 02                 | 3,606 27    | 4,037 29     | 1,232         | 3,080        | 1 17                 |
| North and West Ends..... | 2,118 28               | 28,592 10   | 30,710 38    | 12,834        | 32,085       | 0 891                |
| Patrol System.....       | 8,983 51               | 26,576 69   | 35,560 20    | 14,463        | 36,158       | 0 735                |
| Totals.....              | \$22,714 30            | \$83,623 32 | \$106,337 62 | 44,800        | 111,999      | 0 746                |

## Snow Summary.

| ITEMS.                          | Cost of Inspection, Labor and Teaming. | Cost of all Other Charges. | Total Cost.  | AMOUNT OF SNOW REMOVED. |              | Cost per Load. | Cost per Cubic Yard. |
|---------------------------------|--|----------------------------|--------------|-------------------------|--------------|----------------|----------------------|
|                                 |  |                            |              | Loads.                  | Cubic Yards. |                |                      |
| Snow removal.....               | \$55,515 43                            | \$28,067 89                | \$83,583 32  | 44,800                  | 111,999      | \$1 86         | \$0.746              |
| Snow crossings and gutters..... | 14,880 21                              | 7,874 09                   | 22,754 30    | .....                   | .....        | .....          | .....                |
| Totals.....                     | \$70,395 64                            | \$35,941 98                | \$106,337 62 | .....                   | .....        | .....          | .....                |

**Cleaning of Paved Streets and Macadam Gutters.**

| DISTRICT.                     | PAVED STREETS.                      |  | MACADAM GUTTERS.                    |                                     | TOTAL PAVED<br>STREETS AND<br>MACADAM<br>GUTTERS. | PAVED STREETS.   |   |                          |                |  | STREETS CLEANED, AREA, LOADS AND CUBIC YARDS        |   |                          |                |                                      | PAVED STREETS AND MACADAM GUTTERS.                          |   |                          |                | LOADS OF DIRT REMOVED.                                      |         |                   |         |                                       |         | CUBIC YARDS OF DIRT REMOVED. |                          |                                     |                                       |                          |                                     |                                       |                          |                                     |                                       |
|-------------------------------|-------------------------------------|--|-------------------------------------|-------------------------------------|---|------------------|---|--------------------------|----------------|--|---|---|--------------------------|----------------|--------------------------------------|---|---|--------------------------|----------------|---|---------|-------------------|---------|---------------------------------------|---------|------------------------------|--------------------------|-------------------------------------|---------------------------------------|--------------------------|-------------------------------------|---------------------------------------|--------------------------|-------------------------------------|---------------------------------------|
|                               | PAVED STREETS.                      |  | MACADAM GUTTERS.                    |                                     |   | PAVED STREETS.   |   |                          |                |  | MACADAM GUTTERS.                                    |   |                          |                |                                      | PAVED STREETS AND MACADAM GUTTERS.                          |   |                          |                | PAVED STREETS.  |         | MACADAM GUTTERS.  |         | PAVED STREETS AND<br>MACADAM GUTTERS. |         | PAVED STREETS.               |                          |                                     | MACADAM GUTTERS.                      |                          |                                     | PAVED STREETS AND<br>MACADAM GUTTERS. |                          |                                     |                                       |
|                               | Square<br>Yards<br>Cleaned<br>Once. | Equivalent<br>30-foot<br>Roadway<br>Cleaned<br>Once. | Square<br>Yards<br>Cleaned<br>Once. | Linear<br>Miles<br>Cleaned<br>Once. |   | Cleaned<br>Once. | Inspection,<br>Labor<br>and<br>Teaming. | All<br>Other<br>Charges. | Total<br>Cost. | Cost per<br>Mile<br>30-foot<br>Roadway<br>Cleaned. | Cost per<br>Thousand<br>Square<br>Yards<br>Cleaned. | Inspection,<br>Labor<br>and<br>Teaming. | All<br>Other<br>Charges. | Total<br>Cost. | Cost per<br>Mile<br>Cleaned<br>Once. | Cost per<br>Thousand<br>Square<br>Yards<br>Cleaned<br>Once. | Inspection,<br>Labor<br>and<br>Teaming. | All<br>Other<br>Charges. | Total<br>Cost. | Cost per<br>Thousand<br>Square<br>Yards<br>Cleaned<br>Once. | Loads.  | Cost per<br>Load. | Loads.  | Cost per<br>Load.                     | Loads.  | Cost per<br>Load.            | Total<br>Cubic<br>Yards. | Per<br>Thousand<br>Square<br>Yards. | Cost per<br>Cubic<br>Yard<br>Removed. | Total<br>Cubic<br>Yards. | Per<br>Thousand<br>Square<br>Yards. | Cost per<br>Cubic<br>Yard<br>Removed. | Total<br>Cubic<br>Yards. | Per<br>Thousand<br>Square<br>Yards. | Cost per<br>Cubic<br>Yard<br>Removed. |
| South Boston . . . . .        | 13,668,925                          | 776.64   | 3,018,435                           | 571.67                              | 16,687,360  | \$10,697.13      | \$3,969.53                              | \$16,666.66              | \$21.46        | \$1.219  | \$8,766.55  | \$3,295.87                              | \$12,062.42              | \$21.089       | \$3.994                              | \$10,463.68   | \$9,259.40                              | \$28,723.08              | \$1.721        | 3,054   | \$5.457 | 1,699             | \$7.906 | 4,753                                 | \$6.043 | 6,108                        | .466                     | \$2.728                             | 3,398                                 | 1.125                    | \$3.548                             | 9,506                                 | .569                     | \$3.621                             |                                       |
| East Boston . . . . .         | 8,061,253                           | 459.36   | 3,935,819                           | 745.42                              | 12,017,072  | 9,291.77         | 3,068.41                                | 12,360.18                | 26.907         | 1.528  | 10,610.54   | 3,264.80                                | 14,075.34                | 18.882         | 3.576                                | 20,435.52   | 6,333.21                                | 26,425.52                | 2.109          | 2,662   | 4.843   | 2,437             | 5.775   | 4,989                                 | 5.298   | 5,104                        | .631                     | 2.421                               | 4,874                                 | 1.238                    | 0.887                               | 9,978                                 | .53                      | 2.649                               |                                       |
| Charlestown . . . . .         | 16,740,679                          | 951.16   | 1,077,674                           | 204.15                              | 17,818,353  | 10,722.66        | 6,697.62                                | 18,420.28                | 17.283         | .98  | 3,157.13  | 1,235.03                                | 4,392.16                 | 21.514         | 4.074                                | 13,879.79   | 6,932.65                                | 20,812.44                | 1.188          | 1,221   | 13.448  | 362               | 12.133  | 1,583                                 | 13.147  | 2,442                        | .145                     | 6.729                               | 724                                   | .671                     | 6.066                               | 3,166                                 | .183                     | 6.573                               |                                       |
| Dorchester . . . . .          | 6,028,643                           | 342.55   | 2,037,152                           | 385.82                              | 8,066,095   | 8,188.04         | 4,036.45                                | 12,224.52                | 35.688         | 2.627  | 7,166.01  | 2,963.99                                | 10,130.60                | 28.255         | 4.972                                | 15,354.05   | 7,000.47                                | 22,354.52                | 2.771          | 3,307   | 3.896   | 3,128             | 3.238   | 6,435                                 | 3.473   | 6,614                        | 1.096                    | 1,848                               | 6,256                                 | 3.07                     | 1.619                               | 12,870                                | 1.593                    | 1.736                               |                                       |
| Roxbury . . . . .             | 7,637,338                           | 433.59   | 949,728                             | 179.87                              | 8,587,066   | 7,307.14         | 3,113.62                                | 10,420.76                | 24.033         | 1.365  | 2,685.53  | 1,276.61                                | 3,962.46                 | 22.029         | 4.172                                | 6,992.66  | 4,360.53                                | 14,363.22                | 1.674          | 1,795   | 6.111   | 1,215             | 3.281   | 2,920                                 | 4.925   | 3,410                        | .446                     | 3.053                               | 2,430                                 | 2.358                    | 1.631                               | 5,840                                 | .68                      | 2.462                               |                                       |
| Uptown . . . . .              | 24,362,523                          | 1,384.25   | 3,345,602                           | 634.39                              | 27,712,525  | 13,450.28        | 3,554.35                                | 17,004.61                | 11.561         | .656   | 6,403.79  | 780.57                                  | 7,184.31                 | 11.324         | 2.144                                | 19,854.00   | 4,534.92                                | 24,188.92                | .872           | 2,144   | 7.081   | 829               | 8.668   | 2,873                                 | 8.136   | 4,288                        | .176                     | 3.966                               | 1,658                                 | .494                     | 4.333                               | 5,946                                 | .914                     | 4.098                               |                                       |
| Downtown . . . . .            | 81,927,075                          | 4,654.94   | ..                                  | ..                                  | 81,927,075  | 49,090.63        | 18,650.67                               | 67,741.35                | 14.552         | .826   | ..  | ..                                      | ..                       | ..             | ..                                   | 49,000.63   | 16,650.67                               | 67,741.35                | .826           | 6,562   | 10.323  | ..                | ..      | 6,562                                 | 10.323  | 13,124                       | .16                      | 5.161                               | ..                                    | ..                       | ..                                  | 13,124                                | .16                      | 5.161                               |                                       |
| Back Bay . . . . .            | 14,586,360                          | 828.77   | 2,942,655                           | 557.31                              | 17,528,965  | 6,256.98         | 2,400.79                                | 8,657.77                 | 10.446         | .593   | 9,181.91  | 2,688.60                                | 11,869.01                | 21.296         | 4.033                                | 15,437.99   | 5,988.79                                | 26,528.78                | 1.114          | 719   | 11.361  | 923               | 12.859  | 1,841                                 | 12.508  | 1,436                        | .098                     | 5.681                               | 1,846                                 | .627                     | 6.43                                | 3,282                                 | .187                     | 6.254                               |                                       |
| North and West Ends . . . . . | 75,816,372                          | 4,307.74   | ..                                  | ..                                  | 75,816,372  | 57,604.24        | 16,192.20                               | 73,796.44                | 17.131         | .973   | ..  | ..                                      | ..                       | ..             | ..                                   | 37,664.24   | 16,162.20                               | 73,796.44                | .973           | 10,712  | 6.889   | ..                | ..      | 10,712                                | 6.887   | 21,424                       | .282                     | 3.444                               | ..                                    | ..                       | ..                                  | 21,424                                | .282                     | 3.444                               |                                       |
| Totals . . . . .              | 248,846,668                         | 14,139.18  | 17,311,315                          | 3,278.63                            | 266,160,983                                       | \$172,606.90     | \$62,683.67                             | \$233,292.57             | ..             | ..   | 48,170.58   | \$15,499.17                             | \$63,669.70              | ..             | ..                                   | \$220,779.43  | \$78,182.84                             | \$298,962.27             | ..             | 31,976  | ..      | 10,563            | ..      | 42,668                                | ..      | 63,950                       | ..                       | ..                                  | 21,186                                | ..                       | ..                                  | 85,136                                | ..                       | ..                                  |                                       |
| Average . . . . .             | ..                                  | ..   | ..                                  | ..                                  | ..  | ..               | ..                                      | ..                       | \$16.645       | \$0.945  | ..  | ..                                      | ..                       | \$16.425       | \$3.677                              | ..  | ..                                      | ..                       | \$1.123        | ..  | \$7.358 | ..                | \$6.01  | ..                                    | \$7.023 | ..                           | .256                     | \$3.679                             | ..                                    | 1.283                    | \$3.005                             | ..                                    | .819                     | \$3.511                             |                                       |



Macadam Streets Oiled.—Cost of Labor, Teaming, Oil, etc., Including Supervision.

| DISTRICTS.                                   | Area Oiled Once,<br>Square Yards. | Equivalent Mile-<br>age, 30-foot<br>Roadway. | DATES OF OILING. |          | Total Cost. | Cost per<br>Square<br>Yard<br>Oiled<br>Once. | Gallons<br>Used. | Gallons<br>per<br>Square<br>Yard. |
|--|-----------------------------------|--|------------------|----------|-------------|--|------------------|-----------------------------------|
|  |                                   |  | First.           | Last.    |             |  |                  |                                   |
| South Boston.....                            | 342,455                           | 19.457                                       | June 25          | July 21  | \$5,037 28  | \$0 147                                      | 35,242           | .102                              |
| East Boston.....                             | 161,091                           | 9.152  | June 3           | July 14  | 2,431 22    | 015  | 19,892           | .123                              |
| Charlestown.....                             | 80,581                            | 4.578  | June 6           | Aug. 6   | 2,454 95    | 304  | 11,809           | .146                              |
| Brighton.....                                | 140,086                           | 7.993  | July 11          | Aug. 19  | 3,526 09    | 025  | 20,700           | .147                              |
| West Roxbury.....                            | 331,498                           | 18.835                                       | May 27           | Aug. 9   | 6,100 05    | 184  | 42,187           | .127                              |
| Dorchester.....                              | 824,717                           | 46.858                                       | June 6           | Sept. 11 | 13,491 73   | 163  | 99,175           | .12                               |
| Roxbury.....                                 | 565,127                           | 32.109                                       | June 3           | Sept. 5  | 9,043 25    | 016  | 72,504           | .128                              |
| South End, Back Bay and part of Roxbury..... | 214,614                           | 12.193                                       | June 8           | June 29  | 4,815 52    | 224  | 32,338           | .15                               |
| Hyde Park.....                               | 83,198                            | 4.727  | July 20          | Aug. 29  | 2,710 03    | 325  | 13,002           | .156                              |
| Totals.....                                  | 2,743,967                         | 155.907                                      |                  |          | 49,610 42   |  | 346,849          |                                   |
| Average.....                                 |                                   |  |                  |          |             | 018  |                  | .126                              |

APPENDIX E.

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REPORT OF THE DIVISION ENGINEER OF  
THE WATER DIVISION.

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BOSTON, February 1, 1925.

MR. J. A. ROURKE,  
*Commissioner of Public Works.*

DEAR SIR,— I respectfully submit the following report of the operations, income and expenditures of the Water Division for the year ending January 31, 1925.

The development of unimproved property in the suburbs, especially in West Roxbury, Dorchester and Brighton, has continued without interruption throughout the entire year. The total length of 6-inch to 16-inch water pipe laid for extension was 7.3 miles, all occasioned by the construction of new buildings. Again, as in the past three years, the greatest volume of work was done in West Roxbury, and petitions for water service in this district called for the laying of 2.7 miles of pipe; in the Brighton district two miles of water pipe were laid to satisfy the demands for water.

In anticipation of the rebuilding of the Massachusetts Avenue Bridge over the New York, New Haven & Hartford Railroad, the existing 24-inch low service main carried on the bridge was relocated under the railroad tracks and, in addition, the two dead ends of the 24-inch high service main on either side of the bridge were connected by the laying of 30-inch steel pipes under the railroad tracks. The high service main serves as a cross connection between the 42-inch high service main in Huntington avenue and the 36-inch high service main in Tremont street. Both main pipes under the tracks and on either side of the bridge abutments are 30-inch steel riveted pipe, laid with cover of 7 feet below the tracks; the horizontal length of the pipes is 103 linear feet, with ninety-degree elbow pipes at either end; the vertical legs are 30-inch steel pipes terminating at the upper end of pipes, with ninety-degree

•

elbow pipes on which are 24-inch manholes. The upper elbows have the normal cover of 4 feet and connect to the 24-inch cast-iron pipes by reducers. The vertical legs are 20 linear feet in length. The entire length of the steel pipes is encased in a concrete monolith 18 inches thick. Each manhole has a brick chamber to provide access to the steel pipes.

A start was made during the year to improve the supply of the high service area in Brighton dependent on a 16-inch main by laying 3,000 linear feet of 24-inch pipe in Cleveland circle, Sutherland road and Commonwealth avenue, the main connecting to and supplied from the 30-inch and 35-inch high service mains of the Metropolitan Water System. This main is laid practically through the center of the high service territory and will maintain a constant pressure under heavy drafts and end the dangerous situation formerly existing as regards adequate fire protection. The construction of the West Border road in West Roxbury Parkway by the Metropolitan District Commission called for the laying of 2,050 linear feet of 16-inch main connecting to the Bellevue tank and serving as a second supply to the extra high service area in West Roxbury.

The completion of the Neponset Bridge over the Neponset river under construction for the past three years permitted the city again to supply the various islands in Boston Harbor belonging to Boston. Nine hundred fifty linear feet of 12-inch pipe were laid in the westerly sidewalk of the bridge, crossing the channel by a siphon pipe under the channel. During the construction of this bridge the islands were supplied by water obtained through the courtesy of the city of Quincy.

For the improvement of fire protection and to furnish the quantity of water demanded by the modern fire engine, our policy of replacing lines of old and small sized pipes with larger sizes, 8-inch, 10-inch or 12-inch, has continued and during the year 2,170 linear feet of 4-inch and 6-inch pipe were relaid with 8-inch and 12-inch pipe in the city proper.

Two thousand two hundred eighty-five linear feet 4-inch and 6-inch pipe were replaced by 8-inch and 12-inch pipe in Roxbury.

Three thousand seven hundred ninety linear feet 4-inch and 6-inch pipe were replaced by 8-inch and 12-inch pipe in Dorchester.

Nine hundred thirty linear feet 4-inch and 6-inch pipe were replaced by 8-inch and 12-inch pipe in West Roxbury.

Three thousand three hundred fifty linear feet 4-inch and 6-inch pipe were replaced by 8-inch and 12-inch pipe in Hyde Park. The total length of pipe replaced was 2.5 miles.

Among the longer lengths replaced were:

#### CITY PROPER.

Province street, from School street to Bromfield street, 514 linear feet 6-inch by 12-inch pipe.

Leverett street, from Green street to Cotting street, 860 linear feet 12-inch by 12-inch pipe. (Original pipe laid in 1849.)

Oneida street, from Harrison avenue to Albany street, 507 linear feet 6-inch by 12-inch pipe.

#### ROXBURY.

Pilgrim road, from Brookline avenue to Longwood avenue, 1,830 linear feet 6-inch by 12-inch pipe.

#### SOUTH BOSTON.

Bowen street, from F street to Dorchester street, 450 linear feet 4-inch by 10-inch pipe.

#### DORCHESTER.

Humphrey street, from Dudley street to Groom street, 950 linear feet 6-inch by 12-inch pipe.

Humphrey place, from Humphrey street, 355 linear feet 4-inch by 8-inch pipe.

Blue Hill avenue, from Harvard street to Paxton street, 900 linear feet 6-inch by 12-inch pipe.

Wildwood street, from Morton street to Paxton street, 640 linear feet 6-inch by 12-inch pipe.

#### HYDE PARK.

Thatcher street, from River street to Metropolitan avenue, 760 linear feet 4-inch by 12-inch pipe.

Metropolitan avenue, from Thatcher street to Central avenue, 1,200 linear feet 6-inch by 12-inch pipe.

Greenwood avenue, from River street to Metropolitan avenue, 940 linear feet 4-inch by 8-inch pipe.

All work in connection with the extension of and relaying of water pipes was performed under twenty-four contracts awarded at various intervals during the working season from April to November, inclusive, and every applicant for water requiring a main pipe extension was cared for without delay.

During the year service pipes to the number of 1,532 were installed, varying in size from  $\frac{3}{8}$ -inch to 12-inch, as compared with 1,382 services laid in 1923. This continued increase of service pipes is an indication of the building activities in the suburbs. One hundred ninety-eight of the total number of services installed were 4-inch pipes to furnish sprinkler protection. Cleaning of the older pipes laid previous to or in the early '70's was continued with a resultant improvement in the water system. Under a contract with the National Water Main Cleaning Company of New York, 28,900 linear feet of 6-inch, 8-inch and 12-inch pipe were cleaned in Roxbury and 36,300 linear feet of 12-inch and 16-inch pipe were cleaned in Brighton. The permanent paving of the longer thoroughfares such as Shawmut avenue, Blue Hill avenue, Congress street, Pearl street, South street, Charles street, Essex street, Centre street, Roxbury, Border street, East Boston, placed a severe demand on the resources of the maintenance force. In anticipation of the permanent pavement, the policy has been continued of gating all post hydrants, replacing the old decaying wooden gate and hydrant boxes with either cast-iron or concrete boxes, and the regulating and setting to grade all sidewalk cocks and tubes in order that every service may be controlled at the sidewalk and excavation in the roadway eliminated.

The regular work of the Distribution Branch repairing leaks, establishing fire and service pipes, freeing stoppages, shutting off and letting on water, etc., was handled to cause a minimum of delay or discomfort to applicants for water, to water takers and to the traveling public.

In compliance with the Acts of 1907, relative to metering water services, 3,814 meters were set on old services in existence prior to 1907 and 1,258 meters were set on new service pipes, a total setting of 5,072 meters. On January 31, 1925, the total number of meters in service was 85,636 and there remain to meter only Wards 25 and 26 of Brighton, having about 5,000 services unmetered. At the present rate of installa-

tion, the entire city will be on metered service by January 1, 1926. With 94 per cent of Boston metered, the work of the meter branch is increasing correspondingly and in addition to the meters installed as above, 7,485 meters have been changed and reset and 6,287 meters have been repaired during the year.

A new record has been made in the Income Branch by the collecting of \$3,930,893 for the year — exceeding the revenue for 1923–24 by \$20,000. Practically all money collectible for unpaid water bills of previous years has been collected and from now on the receipts will be only for the bills rendered each year. The statute making water bills a lien on real estate still continues to work to the benefit of the Water Division in prompt payments and prevents loss to the city when property changes owners.

The policy of advertising the main pipe and special castings contracts in the last months of the year for the next season's work has been followed and works to the utmost satisfaction. Without exception, all deliveries for the year 1924 were as specified in every contract awarded and at the beginning of the working season a sufficient quantity of every variety of stock was on hand and both pipe laying contracts and work by the Water Division employees were performed without any delay.

Under a contract awarded in April 8,000 linear feet of 12-inch high pressure fire pipe and 4,000 linear feet of 16-inch high pressure fire pipe were laid in various streets in the business district, supplying sixty hydrants. There are now 15.8 miles of pipe with 430 hydrants in the High Pressure Fire System.

Further detailed information regarding operations of the various branches of this division will be found in the tables published herewith.

Very respectfully,

C. J. CARVEN,  
*Division Engineer.*

# Receipts and Expenditures, 1915-25.

## Receipts.

|   | 1915-16.       | 1916-17.       | 1917-18.       | 1918-19.       | 1919-20.       | 1920-21.       | 1921-22.       | 1922-23.       | 1923-24.       | 1924-25.       |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Sales of water.....   | \$2,859,707 92 | \$3,037,974 66 | \$2,872,867 89 | \$2,968,022 78 | \$3,244,542 57 | \$3,364,037 04 | \$3,407,579 24 | \$3,694,448 30 | \$3,813,571 42 | \$3,748,575 28 |
| Other receipts.....   | 84,977 77      | 71,374 53      | 79,223 75      | 50,529 81      | 54,111 33      | 64,598 71      | 65,479 69      | 97,499 70      | 97,164 30      | 182,317 83     |
|   | \$2,944,685 69 | \$3,109,349 21 | 2,952,091 64   | \$3,049,452 54 | \$3,298,653 90 | \$3,429,535 75 | \$3,473,058 93 | \$3,791,948 00 | \$3,910,735 72 | \$3,930,893 11 |
| Transfer by City Auditor.....   |                |                | * 4,826 39     |                |                |                |                |                |                |                |
|   | \$2,944,685 69 | \$3,109,349 21 | \$2,956,918 03 | \$3,049,452 54 | \$3,298,653 90 | \$3,429,535 75 | \$3,473,058 93 | \$3,791,948 00 | \$3,910,735 72 | \$3,930,893 11 |
| Balance, beginning of year.....   | \$184,470 24   | \$135,014 40   | \$87,146 19    | \$25,087 31    | † \$3,487 83   |                |                | † \$43,733 05  | † \$200,000 00 | \$24,141 18    |
| Balance, end of year.....   | † 135,014 40   | † 87,146 19    | † 25,087 31    | † 3,487 83     |                |                | \$43,733 05    |                | 24,141 18      | 26,737 35      |
| Transferred to Collecting Department.....                                 | 24,500 00      | 25,774 00      | 27,264 14      | 26,165 88      | 30,317 74      | \$33,570 54    | 34,596 76      | 46,425 42      | 50,522 49      | 58,653 86      |
| Transferred to city loan account.....                                     | 259,046 70     | 407,823 86     | 16,000 00      | 124,263 00     | 390,095 22     | 209,958 26     | 161,000 00     | 250,233 01     | 113,570 40     | 16,000 00      |
| Transferred to appropriation for service mains and relaying mains.....    |                |                | 35,000 00      | 30,000 00      |                |                |                | 200,000 00     | 208,180 00     | 217,638 84     |
| Transferred to appropriation for High Pressure Fire Service.....          |                |                |                |                |                |                |                | 23,000 00      |                |                |
| Transferred to appropriation for High Pressure Fire system extension..... |                |                |                |                |                |                |                | 100,000 00     | 410,000 00     | 175,000 00     |

## Expenditures.

|                                    | 1915-16.       | 1916-17.       | 1917-18.       | 1918-19.       | 1919-20.       | 1920-21.         | 1921-22.         | 1922-23.         | 1923-24.       | 1924-25.       |
|------------------------------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|------------------|----------------|----------------|
| Current expenses.....              | \$904,135 19   | \$917,823 64   | \$1,043,543 65 | \$1,055,842 87 | \$1,010,634 32 | † \$1,253,166 33 | † \$1,232,418 76 | † \$1,306,212 50 | \$1,229,573 73 | \$1,608,320 10 |
| Service and relaying mains.....    | 49,455 84      | 47,868 21      | 97,038 88      | 51,599 48      | 3,487 83       |                  |                  |                  | 284,038 82     | 215,042 67     |
| Metropolitan water assessment..... | 1,665,006 20   | 1,669,132 79   | 1,732,004 76   | 1,741,008 84   | 1,805,104 07   | 1,885,924 91     | 1,958,528 33     | 1,784,257 21     | 1,872,413 17   | 1,829,973 63   |
| Interest.....                      | 91,259 22      | 87,866 59      | 80,494 28      | 71,268 00      | 61,162 73      | 45,874 33        | 41,852 66        | 34,449 49        | 25,534 00      | 24,680 00      |
| Refunded water rates.....          | 738 38         | 628 33         | 611 20         | 962 99         | 1,339 82       | 1,041 38         | 928 47           | 1,104 32         | 941 93         | 626 68         |
|                                    | \$2,710,594 83 | \$2,723,619 56 | \$2,975,712 77 | \$2,929,682 18 | \$2,881,728 77 | \$3,186,006 65   | \$3,233,728 22   | \$3,216,023 52   | \$3,512,501 65 | \$3,678,643 08 |

\* Transfer from Reserve Fund.

† Balance of appropriation for service mains and relaying mains.

‡ Amount expended for current expenses and extensions, there being one appropriation only.



## FINANCIAL STATEMENT.

## RECEIPTS.

|   |                |
|---|----------------|
| Sales of water . . . . .                                    | \$3,748,575 28 |
| Service pipes and repairs . . . . .                         | 97,380 71      |
| Fire, motor and elevator pipes, new and repairs . . . . .   | 60,105 22      |
| Labor and materials for miscellaneous work . . . . .        | 8,021 94       |
| Fees for Summonses . . . . .                                | 6,087 18       |
| Sales of old materials . . . . .                            | 5,436 18       |
| Sales of merchandise . . . . .                              | 1,784 91       |
| Interest on bank deposits . . . . .                         | 1,273 25       |
| Damages to hydrants . . . . .                               | 639 93         |
| Shutting off and letting on water for non payment . . . . . | 558 00         |
| Board of horses . . . . .                                   | 367 50         |
| Testing meters . . . . .                                    | 225 00         |
| Sales of gasoline . . . . .                                 | 193 60         |
| Drill returned . . . . .                                    | 83 00          |
| Workmen's Compensation . . . . .                            | 69 00          |
| Sales of automobile accessories . . . . .                   | 52 72          |
| Damage claim . . . . .                                      | 25 39          |
| Rebate on gasoline . . . . .                                | 8 00           |
| Delivering water . . . . .                                  | 5 50           |
| Sale of lampwicks . . . . .                                 | 80             |

|                        |                |
|------------------------|----------------|
| Total income . . . . . | \$3,930,893 11 |
|------------------------|----------------|

|   |                   |                       |
|---|-------------------|-----------------------|
| Transferred to City Loan account to pay<br>Hyde Park Water Debt. . . . .          | \$16,000 00       |                       |
| Transferred to credit of Collecting Department . . . . .                          | 58,653 86         |                       |
| Transferred to appropriation for Service<br>Mains and Re-laying Mains . . . . .   | 217,638 84        |                       |
| Transferred to appropriation for High Pressure<br>Fire System Extension . . . . . | 175,000 00        |                       |
|   | <u>467,292 70</u> |                       |
|   |                   | <u>\$3,463,600 41</u> |

## EXPENDITURES.

|   |                       |
|---|-----------------------|
| Current expenses and extensions . . . . . | \$1,608,320 10        |
| Interest on water loans . . . . .         | 24,680 00             |
| Refunded water rates . . . . .            | 626 68                |
| Metropolitan water assessment . . . . .   | 1,829,973 63          |
|   | <u>\$3,463,600 41</u> |

## SERVICE MAINS AND RELAYING MAINS.

|   |                     |
|---|---------------------|
| Balance unexpended February 1, 1924 . . . . .                 | \$24,141 18         |
| Appropriation from water income May 20,<br>1924 . . . . .     | \$200,000 00        |
| Appropriation from water income January 31,<br>1925 . . . . . | 17,638 84           |
|   | <u>\$241,780 02</u> |
| Total appropriation 1924-25 . . . . .                         | 215,042 67          |
| Expended during fiscal year 1924-25 . . . . .                 | <u>\$26,737 35</u>  |

Details of expenditures under appropriation for current expenses and extensions for the fiscal year ending January 31, 1925. (From revenue.)

| EXTENSION.                                  |           |    |
|---|-----------|----|
| Construction of new mains                   | \$130,563 | 78 |
| Replacement of old mains                    | 49,989    | 76 |
| New hydrants                                | 9,756     | 30 |
| Total extensions                            | \$190,309 | 84 |
| MAINTENANCE.                                |           |    |
| Office and Engineering Branch:              |           |    |
| Salaries and wages                          | \$47,756  | 52 |
| Traveling expenses                          | 1,505     | 35 |
| Printing, stationery and postage            | 2,706     | 70 |
| Miscellaneous                               | 1,149     | 49 |
|   | \$53,118  | 06 |
| Income Branch:                              |           |    |
| Salaries and wages                          | \$151,739 | 72 |
| Traveling expenses                          | 2,321     | 45 |
| Printing, stationery and postage            | 5,964     | 06 |
| Miscellaneous                               | 4,245     | 59 |
|   | 164,270   | 82 |
| Distribution Branch:                        |           |    |
| Salaries and wages                          | \$35,486  | 02 |
| Traveling expenses                          | 965       | 48 |
| Printing, stationery and postage            | 876       | 35 |
| Miscellaneous                               | 1,990     | 92 |
|   | 39,318    | 77 |
| Meter Branch:                               |           |    |
| Salaries and wages                          | \$16,377  | 53 |
| Traveling expenses                          | 26        | 30 |
| New meters and setting                      | 74,366    | 02 |
| Meters, repairing, resetting, testing, etc. | 36,643    | 61 |
| Printing, stationery and postage            | 623       | 33 |
| Shops                                       | 17,382    | 99 |
| Laborers' vacations                         | 1,313     | 15 |
| Holiday                                     | 5,189     | 30 |
| Miscellaneous                               | 1,439     | 27 |
|   | 153,361   | 50 |
| Inspection of castings                      | 7,335     | 40 |
| Damages                                     | 35,399    | 52 |
| Yards                                       | 69,239    | 33 |
| Shops                                       | 39,727    | 41 |
| Stables                                     | 11,353    | 08 |
| Tools and repairs                           | 28,965    | 85 |
| Main pipe relocation                        | 15,403    | 75 |
| Main pipe repairs                           | 93,309    | 69 |
| Service pipes, new                          | 106,273   | 26 |
| Service pipes, changes                      | 12,324    | 17 |
| Service pipes, repairs                      | 114,781   | 56 |
| Hydrant, changes                            | 34,456    | 70 |
| Hydrant, repairs                            | 64,560    | 63 |
| Carried forward                             | \$786,491 | 85 |
|   | \$190,309 | 84 |

|  |              |                |
|--|--------------|----------------|
| <i>Brought forward</i>                                     | \$786,491 85 | \$190,309 84   |
| Water post, changes  | 119 17       |                |
| Water post, repairs  | 767 13       |                |
| Fountain, changes  | 214 91       |                |
| Fountain, repairs  | 4,469 07     |                |
| Fountain, on account of ice                                | 1,260 35     |                |
| Holiday  | 49,096 44    |                |
| Investigations   | 616 89       |                |
| Off and on water   | 22,101 11    |                |
| Accommodation work   | 1,685 32     |                |
| Work on account of Office and Engineering Branch           | 66 97        |                |
| Work on account of Income Branch                           | 736 13       |                |
| Work on account of Meter Branch                            | 724 15       |                |
| Work on account of waste detection                         | 310 47       |                |
| Work on account of new meters                              | 8,568 53     |                |
| Work on account of meter repairs                           | 9,586 41     |                |
| Launch, repairs and supplies                               | 410 13       |                |
| Veterans' pensions   | 7,849 58     |                |
| Laborers' pensions   | 11,692 58    |                |
| Laborers' vacations  | 14,505 32    |                |
| Workmen's compensations                                    | 3,251 81     |                |
| Emergency Service  | 55,390 54    |                |
| Garage   | 1,572 05     |                |
| Medical inspector  | 550 00       |                |
| Taxes  | 269 00       |                |
| High Pressure Fire System                                  | 5,092 79     |                |
| Harbor service   | 120 81       |                |
| Automobiles  | 40,759 66    |                |
| Total maintenance  |              | 1,284,986 82   |
| Merchandise sold and stock consigned to junk               |              | 3,989 95       |
| Stock purchased  |              | 487,597 65     |
|  |              | <hr/>          |
| Less stock used and disposed of                            |              | \$1,966,884 26 |
|  |              | 358,564 16     |
|  |              | <hr/>          |
| Total expenditures from appropriation for current expenses |              | \$1,608,320 10 |
|  |              | <hr/>          |

Details of expenditures under appropriation for "Service Mains and Relaying Mains." (From revenue.)

|  |              |
|--|--------------|
| Construction of new mains                                      | \$138,889 14 |
| Replacement of old mains                                       | 26,236 61    |
| New hydrants   | 4,738 80     |
| Main pipe, relocation  | 17,879 41    |
| Main pipe, repairs   | 2,716 85     |
| Service pipes, new   | 16,909 38    |
| Service pipes, changes   | 10 80        |
| Service pipes, repairs   | 300 03       |
| Hydrant, changes   | 5,169 54     |
| Hydrant, repairs   | 73 04        |
| Fountain repairs   | 10 80        |
| New meters   | 2,092 07     |
| Yards  | 16 20        |
|  | <hr/>        |
| Total expenditures "Service Mains and Relaying Mains," 1924-25 | \$215,042 67 |
|  | <hr/>        |

## COST OF CONSTRUCTION AND CONDITION OF WATER DEBT.

|   |                        |
|---|------------------------|
| Cost of construction to February 1, 1925 . . . . .                              | \$19,546,435 08        |
| Cost of construction to February 1, 1924 . . . . .                              | 19,186,260 69          |
| Increase during the year . . . . .  | <u>\$360,174 39</u>    |
| Outstanding loans February 1, 1924 . . . . .                                    | \$625,000 00           |
| Outstanding loans February 1, 1925 . . . . .                                    | 250,000 00             |
| Decrease during the year . . . . .  | <u>\$375,000 00</u>    |
| Water Sinking Fund February 1, 1924 . . . . .                                   | \$359,000 00           |
| Water Sinking Fund February 1, 1925 . . . . .                                   | 000,000 00             |
| Decrease during the year . . . . .  | <u>\$359,000 00</u>    |
| Gross Water Debt February 1, 1924 . . . . .                                     | \$625,000 00           |
| Gross Water Debt February 1, 1925 . . . . .                                     | 250,000 00             |
| Decrease during the year . . . . .  | <u>\$375,000 00</u>    |
| Cochituate Water Sinking Fund receipts 1924-25:                                 |                        |
| Interest on investments . . . . .   | \$9,925 00             |
| Interest in bank deposits . . . . .   | 1,491 14               |
|   | <u>\$11,416 14</u>     |
| Cost of existing works January 31, 1925:  |                        |
| Pipe yards and buildings . . . . .  | \$94,832 16            |
| Engineering expenses . . . . .  | 57,873 58              |
| Distribution system (addition during the year, \$360,-<br>174.39) . . . . .     | 18,925,729 34          |
| Hyde Park water works . . . . .   | 468,000 00             |
|   | <u>\$19,546,435 08</u> |
| High Pressure Fire System additions during the year<br>(\$325,803.11) . . . . . | <u>\$2,026,623 84</u>  |

## INCOME BRANCH.

Table No. I.—Statement of Each Year's Water Rates, 1906 to 1925, as of January 31, 1925.

| ACCOUNT OF YEAR.   | Amount Assessed. | Amount Abated. | Amount Collected. | Outstanding. |
|--------------------|------------------|----------------|-------------------|--------------|
| 1906.....          | \$2,524,205 25   | \$37,599 28    | \$2,486,605 97    |              |
| 1907.....          | 2,619,031 00     | 34,959 33      | 2,584,071 67      |              |
| 1908.....          | 2,645,962 55     | 36,939 32      | 2,609,023 23      |              |
| 1909.....          | 2,694,408 57     | 49,407 44      | 2,645,001 13      |              |
| 1910.....          | 2,845,900 66     | 117,818 49     | 2,728,182 17      |              |
| 1911.....          | 2,863,501 75     | 65,439 47      | 2,798,062 28      |              |
| 1912.....          | 3,001,771 87     | 49,937 87      | 2,943,402 48      | \$8,431 52   |
| 1913.....          | 3,004,331 52     | 42,088 77      | 2,954,183 62      | 8,059 13     |
| 1914.....          | 3,034,885 83     | 41,544 93      | 2,970,232 82      | 23,108 08    |
| 1915.....          | 2,960,797 45     | 15,084 24      | 2,903,015 36      | 42,697 85    |
| 1916.....          | 3,130,590 53     | 16,390 64      | 3,062,749 14      | 51,450 75    |
| 1917.....          | 3,120,878 86     | 19,287 29      | 3,043,454 21      | 58,137 36    |
| 1918.....          | 3,359,691 95     | 98,624 99      | 3,197,142 01      | 63,924 95    |
| 1919.....          | 3,210,116 91     | 27,111 37      | 3,114,260 45      | 68,745 09    |
| 1920.....          | 3,503,644 58     | 61,968 25      | 3,379,770 19      | 61,906 14    |
| 1921.....          | 3,615,629 41     | 34,098 26      | 3,523,553 38      | 57,977 77    |
| 1922.....          | 3,612,681 41     | 31,357 21      | 3,520,318 43      | 61,005 77    |
| 1923.....          | 3,816,896 92     | 32,810 87      | 3,722,286 43      | 61,799 62    |
| 1924.....          | 3,831,504 44     | 25,834 56      | 3,485,828 89      | 319,840 99   |
| 1925.....          | 115,351 49       | 176 20         | 38,385 72         | 76,789 57    |
| Total outstanding, |                  |                |                   | \$963,874 59 |

NOTE: Amount outstanding same date in 1924, \$981,950.44.

Table No. II.—Elevator, Motor and Fire Services.

|  |       |
|--|-------|
| Elevator services installed.....                               | —     |
| Elevator services abandoned.....                               | 2     |
| Total number of elevator services in use January 31, 1925..... | 508   |
| Fire services installed.....                                   | 203   |
| Fire services abandoned.....                                   | 2     |
| Total number of fire services in use January 31, 1925.....     | 2,508 |
| Total number of motor services in use January 31, 1925.....    | 96    |
| Number of motor services metered.....                          | 20    |

## METER BRANCH.

Table No. 1.—Statement of Work During Fiscal Year 1924-25.

| MAKE.                 | New Sets. | Discontinued. | CHANGED. |       | Tested. | Repaired in Shop. | Resets. | Repaired in Service. |
|-----------------------|-----------|---------------|----------|-------|---------|-------------------|---------|----------------------|
|                       |           |               | Out.     | In.   |         |                   |         |                      |
| Hersey disc.....      | 247       | 389           | 3,213    | 2,845 | 3,687   | 2,559             | 138     | 512                  |
| Worthington disc..... | 190       | 104           | 1,480    | 1,042 | 2,169   | 1,282             | 53      | 399                  |
| Crown.....            | 16        | 27            | 209      | 52    | 303     | 73                | 2       | 13                   |
| American.....         |           | 11            | 117      | 90    | 171     | 123               | 8       | 130                  |
| Hersey rotary.....    | 10        | 12            | 133      | 58    | 195     | 55                | 1       | 110                  |
| Nash.....             | 7         | 12            | 126      | 58    | 183     | 57                | .....   | 12                   |
| Lambert.....          | 5         | 4             | 44       | 17    | 66      | 44                | .....   | 5                    |
| Trident.....          | 1         | 4             | 24       | 15    | 33      | 18                | .....   | 5                    |
| Keystone.....         | 1         | 6             | 13       | 12    | 19      | 12                | 3       | .....                |
| Empire.....           |           | 1             | 11       | 5     | 15      | 16                | .....   | .....                |
| Hersey detector.....  | 7         | 1             | .....    | ..... | 7       | .....             | .....   | 32                   |
| King.....             | 841       | 111           | 1,444    | 698   | 2,121   | 1,277             | 117     | 159                  |
| Hersey compound.....  |           |               | .....    | ..... | .....   | .....             | .....   | 16                   |
| Watch dog.....        | 3,566     | 52            | 667      | 2,569 | 8,045   | 770               | 143     | 191                  |
| Federal.....          | 176       | .....         | 3        | 24    | 245     | .....             | 1       | 38                   |
| Protectus.....        | 5         | .....         | .....    | ..... | .....   | .....             | .....   | 1                    |
| Gem.....              |           | 1             | .....    | ..... | 1       | 1                 | .....   | .....                |
| Standard.....         |           | .....         | 1        | ..... | 1       | .....             | .....   | .....                |
| Totals.....           | 5,072     | 735           | 7,485    | 7,485 | 17,261  | 6,287             | 469     | 1,623                |

Table No. II.

*Meters in Service, January 31, 1925.*

| MAKE.                    | DIAMETER IN INCHES. |               |       |                 |       |       |       |       |       |       |         |
|--------------------------|---------------------|---------------|-------|-----------------|-------|-------|-------|-------|-------|-------|---------|
|                          | $\frac{1}{2}$       | $\frac{3}{4}$ | 1     | 1 $\frac{1}{2}$ | 2     | 3     | 4     | 6     | 8     | 10    | Totals. |
| Hersey disc.....         | 42,922              | 3,182         | 1,415 | 717             | 255   | 103   | 50    | 4     | ...   | ...   | 48,648  |
| Hersey rotary.....       | 363                 | 346           | 223   | 174             | 178   | 61    | 24    | 14    | ...   | ...   | 1,383   |
| Crown.....               | 471                 | 490           | 304   | 186             | 164   | 64    | 50    | 10    | ...   | ...   | 1,739   |
| Nash.....                | 434                 | 182           | 120   | 31              | 36    | 3     | ...   | ...   | ...   | ...   | 806     |
| Lambert.....             | 312                 | 104           | 72    | 18              | 17    | ...   | 3     | ...   | ...   | ...   | 526     |
| Trident.....             | 202                 | 5             | 3     | 4               | 5     | 16    | 9     | 3     | ...   | ...   | 247     |
| Detector.....            | .....               | .....         | ..... | .....           | ..... | 4     | 15    | 26    | 13    | 6     | 64      |
| Worthington.....         | .....               | 8             | 26    | 1               | 8     | 11    | 1     | ...   | ...   | ...   | 55      |
| Worthington disc.....    | 10,003              | 28            | 8     | 16              | 57    | 51    | 15    | ...   | ...   | ...   | 10,178  |
| Keystone.....            | 193                 | 171           | 23    | 2               | 2     | 10    | ...   | 2     | ...   | ...   | 403     |
| Metropolitan.....        | .....               | 12            | 1     | .....           | ..... | ..... | ..... | ..... | ..... | ..... | 13      |
| American.....            | 227                 | 447           | ..... | .....           | ..... | ..... | ..... | ..... | ..... | ..... | 674     |
| Worthington turbine..... | .....               | .....         | ..... | .....           | ..... | ..... | 1     | ..... | ..... | ..... | 1       |
| Empire.....              | 137                 | 3             | 3     | 4               | ..... | ..... | ..... | ..... | ..... | ..... | 147     |
| Protectus.....           | .....               | .....         | ..... | .....           | ..... | ..... | 1     | 2     | 2     | 2     | 7       |
| Gem.....                 | .....               | .....         | ..... | .....           | 1     | ..... | ..... | 2     | ..... | ..... | 3       |
| Standard.....            | 5                   | .....         | ..... | .....           | ..... | ..... | ..... | ..... | ..... | ..... | 5       |
| Watch Dog.....           | 7,155               | 353           | 186   | 106             | 81    | 28    | ..... | ..... | ..... | ..... | 7,909   |
| Thomson.....             | 6                   | 2             | ..... | .....           | ..... | ..... | ..... | ..... | ..... | ..... | 8       |
| Union.....               | 2                   | 1             | ..... | .....           | ..... | ..... | ..... | ..... | ..... | ..... | 3       |
| King.....                | 11,909              | 321           | 222   | 76              | 65    | ..... | ..... | ..... | ..... | ..... | 12,593  |
| Hersey compound.....     | .....               | .....         | ..... | .....           | ..... | ..... | 1     | 8     | ..... | ..... | 9       |
| B. W. W.....             | .....               | 1             | ..... | .....           | ..... | ..... | ..... | ..... | ..... | ..... | 1       |
| Gamon.....               | 1                   | .....         | ..... | .....           | ..... | ..... | ..... | ..... | ..... | ..... | 1       |
| Federal.....             | 213                 | .....         | ..... | .....           | ..... | ..... | ..... | ..... | ..... | ..... | 213     |
| Totals.....              | 74,555              | 5,656         | 2,606 | 1,335           | 869   | 351   | 170   | 71    | 15    | 8     | 85,636  |

Table No. 1.

*Length of Water Pipes and Connections Owned and Operated by the Public Works Department, Water Division (Water Service) and Number of Valves in Same, January 31, 1925.*

| DIAMETER OF PIPE IN INCHES.                           |        |        |        |        |        |        |        |         |       |           |         |         |           |        |       |       |           |
|---|--------|--------|--------|--------|--------|--------|--------|---------|-------|-----------|---------|---------|-----------|--------|-------|-------|-----------|
|   | 48     | 42     | 40     | 36     | 30     | 24     | 20     | 16      | 14    | 12        | 10      | 8       | 6         | 4      | 3     | 2     | Totals.   |
| Length owned and operated January 31, 1924 (feet).... | 10,533 | 15,980 | 16,081 | 43,535 | 93,331 | 76,532 | 86,520 | 279,858 | 5,041 | 1,528,212 | 436,437 | 872,495 | 1,147,609 | 92,244 | 9,738 | 6,591 | 4,720,737 |
| Gate valves in same.....                              | 9      | 4      | 8      | 20     | 59     | 68     | 72     | 633     | 19    | 3,920     | 1,451   | 2,974   | 3,649     | 576    | 15    | 16    | 13,493    |
| Air valves in same.....                               | 13     | 5      | 8      | 34     | 106    | 64     | 43     | 71      | ..... | 41        | 1       | 3       | 1         | .....  | 1     | ..... | 391       |
| Blow-offs in same.....                                | 1      | 4      | 3      | 11     | 34     | 23     | 46     | 65      | ..... | 154       | 44      | 119     | 113       | 55     | 9     | 1     | 682       |
| Length laid and relaid during year 1924-25.....       | .....  | .....  | .....  | .....  | 376    | 3,431  | .....  | 3,279   | ..... | 23,417    | 4,833   | 19,397  | 953       | .....  | ..... | 175   | 55,861    |
| Gate valves in same.....                              | .....  | .....  | 1      | .....  | .....  | 4      | .....  | 7       | ..... | 114       | 17      | 60      | 11        | 1      | ..... | ..... | 215       |
| Air valves in same.....                               | .....  | 1      | 1      | .....  | 4      | .....  | 6      | 3       | ..... | 3         | .....   | .....   | .....     | .....  | ..... | ..... | 18        |
| Blow-offs in same.....                                | .....  | .....  | .....  | .....  | .....  | 3      | .....  | 2       | ..... | .....     | 1       | 9       | 9         | 1      | ..... | ..... | 28        |
| Length abandoned during year 1924-25.....             | .....  | .....  | .....  | .....  | .....  | 396    | .....  | 303     | ..... | 3,599     | 223     | 747     | 9,069     | 4,539  | 296   | 70    | 19,242    |
| Gate valves in same.....                              | .....  | .....  | .....  | .....  | .....  | .....  | .....  | 2       | ..... | 10        | .....   | 4       | 30        | 6      | ..... | ..... | 52        |
| Air valves in same.....                               | .....  | 1      | .....  | .....  | 1      | .....  | .....  | .....   | ..... | 9         | .....   | .....   | .....     | .....  | ..... | ..... | 4         |
| Blow-offs in same.....                                | .....  | .....  | .....  | .....  | .....  | .....  | .....  | .....   | ..... | 3         | .....   | 10      | .....     | .....  | 2     | ..... | 15        |
| Length owned and operated January 31, 1925 (feet).... | 10,533 | 15,980 | 16,081 | 43,535 | 93,707 | 79,567 | 86,520 | 282,834 | 5,041 | 1,548,030 | 441,047 | 891,145 | 1,139,493 | 87,705 | 9,442 | 6,696 | 4,757,356 |
| Gate valves in same.....                              | 9      | 4      | 9      | 20     | 59     | 72     | 72     | 638     | 19    | 4,024     | 1,468   | 3,030   | 3,630     | 571    | 15    | 16    | 13,656    |
| Air valves in same.....                               | 13     | 5      | 9      | 34     | 109    | 70     | 43     | 74      | ..... | 42        | 42      | 1       | 1         | .....  | 1     | ..... | 405       |
| Blow-offs in same.....                                | 1      | 4      | 3      | 11     | 34     | 26     | 46     | 67      | ..... | 154       | 45      | 118     | 122       | 56     | 7     | 1     | 695       |

\* 901.01 miles.

Table No. II.

*Total Number of Hydrants in System January 31, 1825.*

|  | Lowry. | Boston Lowry. | Boston Post. | Ordinary Post. | Backelder and Finneran Post. | Ludlow Post. | Chapman Post. | Coffin Post. | Matthews Post. | Boston. | Totals. |
|--|--------|---------------|--------------|----------------|------------------------------|--------------|---------------|--------------|----------------|---------|---------|
| City proper (public).....                | 482    | 40            | 523          | 291            | 125                          | .....        | .....         | .....        | .....          | 58      | 1,519   |
| "    (private).....                      | 4      | .....         | 9            | 6              | .....                        | .....        | .....         | .....        | .....          | 39      | 58      |
| Roxbury (public).....                    | 335    | 57            | 463          | 448            | 186                          | .....        | .....         | .....        | .....          | 15      | 1,504   |
| "    (private).....                      | 2      | 1             | 3            | 4              | .....                        | .....        | .....         | .....        | .....          | 10      | 20      |
| West Roxbury (public).....               | 33     | 163           | 495          | 894            | 185                          | .....        | .....         | .....        | .....          | 13      | 1,783   |
| "    (private).....                      | .....  | .....         | .....        | 15             | 1                            | .....        | .....         | .....        | .....          | 1       | 17      |
| Brighton (public).....                   | 21     | 50            | 282          | 501            | 80                           | .....        | .....         | .....        | .....          | 13      | 947     |
| "    (private).....                      | .....  | .....         | .....        | 8              | .....                        | .....        | .....         | .....        | .....          | 2       | 10      |
| Dorchester (public).....                 | 215    | 147           | 700          | 1,163          | 124                          | .....        | .....         | .....        | .....          | 21      | 2,370   |
| "    (private).....                      | .....  | 1             | 8            | .....          | 2                            | .....        | .....         | .....        | .....          | 4       | 15      |
| South Boston (public).....               | 111    | 22            | 260          | 221            | 29                           | .....        | .....         | .....        | .....          | 16      | 659     |
| "    (private).....                      | 3      | .....         | .....        | 15             | .....                        | .....        | .....         | .....        | .....          | 27      | 45      |
| East Boston (public).....                | 32     | 15            | 217          | 215            | 36                           | .....        | .....         | .....        | .....          | 6       | 521     |
| "    (private).....                      | 8      | 1             | .....        | 9              | .....                        | .....        | .....         | .....        | .....          | 25      | 43      |
| Charlestown (public).....                | 86     | 38            | 145          | 62             | 15                           | .....        | .....         | .....        | .....          | 2       | 348     |
| "    (private).....                      | 13     | 1             | .....        | 37             | .....                        | .....        | .....         | .....        | .....          | 5       | 56      |
| Hyde Park (public).....                  | .....  | .....         | 26           | 290            | 42                           | 7            | 127           | 1            | .....          | .....   | 493     |
| "    (private).....                      | .....  | .....         | .....        | .....          | .....                        | 13           | 55            | .....        | 4              | .....   | 72      |
| Deer Island (private).....               | .....  | .....         | 1            | 19             | .....                        | .....        | .....         | .....        | .....          | .....   | 20      |
| Long Island (private).....               | .....  | .....         | .....        | 6              | .....                        | .....        | .....         | .....        | .....          | .....   | 6       |
| Thompson's Island (private).....         | .....  | .....         | .....        | 2              | .....                        | .....        | .....         | .....        | .....          | .....   | 2       |
| Gallop's Island (private).....           | .....  | .....         | .....        | 3              | .....                        | .....        | .....         | .....        | .....          | 1       | 4       |
| Rainsford Island (private).....          | .....  | .....         | .....        | 3              | .....                        | .....        | .....         | .....        | .....          | .....   | 3       |
| Quincy.....                              | .....  | .....         | .....        | 9              | .....                        | .....        | .....         | .....        | .....          | .....   | 9       |
| Total number (public).....               | 1,315  | 532           | 3,111        | 4,085          | 822                          | 7            | 127           | 1            | .....          | 144     | 10,144  |
| Total number (private and suburban)..... | 30     | 4             | 21           | 136            | 3                            | 13           | 55            | .....        | 4              | 114     | 380     |

Table No. III.

*Service Pipes of Various Sizes Connected With the System, January 31, 1925.*

| SIZE.                       | Total Number. | Aggregate Length<br>in Linear Feet. |
|-----------------------------|---------------|-------------------------------------|
| $\frac{1}{2}$ -inch .....   | 6,914         | 158,287                             |
| $\frac{3}{4}$ -inch .....   | 87,103        | 2,420,216                           |
| 1-inch .....                | 3,673         | 124,792                             |
| 1-inch .....                | 5,622         | 200,813                             |
| 1 $\frac{1}{4}$ -inch ..... | 589           | 17,434                              |
| 1 $\frac{1}{2}$ -inch ..... | 1,695         | 51,170                              |
| 2-inch .....                | 2,302         | 70,243                              |
| 2 $\frac{1}{2}$ -inch ..... | 12            | 267                                 |
| 3-inch .....                | 996           | 28,307                              |
| 4-inch .....                | 2,972         | 81,866                              |
| 6-inch .....                | 204           | 23,900                              |
| 8-inch .....                | 62            | 4,380                               |
| 10-inch .....               | 15            | 1,771                               |
| 12-inch .....               | 18            | 3,896                               |
| 16-inch .....               | 5             | 448                                 |
| Totals .....                | * 112,182     | 3,187,790                           |

\* The completion of the metering of all services to within 5 per cent of the total number of live service pipes discloses the fact that the total number of service pipes will not exceed 90,000. The large discrepancy is found to be due to the fact that previous to 1880 no deductions were made for pipes abandoned, etc.

Table No. IV.  
*Hydrant Repairs.*

| CAUSE OF REPAIRS.  | Number<br>of Jobs. | Cost.       |
|--|--------------------|-------------|
| Boxes raised, lowered, reset, repaired and renewed..... <sup>1</sup> ...       | 421                | \$6,935 33  |
| Barrels changed, relocated, reset and repaired.....                            | 715                | 5,637 99    |
| Frost.....   | 50                 | 475 36      |
| Paint worn off.....  | 9,655              | 3,490 45    |
| Contractors, corporations, other departments and divisions.....                | 16                 | 490 98      |
| Street construction and repairs.....   | 38                 | 1,316 20    |
| Repaving on account of repairs.....  | 145                | 2,076 89    |
| Traffic.....   | 138                | 2,160 36    |
| Hydrants inspected, oiled, cleaned, pumped, wasted and cleared<br>of snow..... | 91,392             | 22,647 93   |
| Salt delivered to Fire Department, bags — 3,243.....                           |                    | 3,710 75    |
| Changing threads on nozzles.....   | 42 2               | 355 87      |
| Totals.....  | 102,992            | \$49,298 11 |

Table No. V.

*Maintenance of Main Pipe for Fiscal Year.— Ending January 31, 1925.*

| NATURE OF WORK.   | Number<br>of Jobs. | Total Cost. |
|---|--------------------|-------------|
| Box tops renewed.....                                     | 40                 | \$476 86    |
| Cleaning main pipes (by contractors).....                 | 33                 | 21,849 20   |
| Dead ends blown off.....                                  | 44                 | 147 41      |
| Gates leaking at packing.....                             | 92                 | 1,039 52    |
| Gates examined, salted, inspected, etc.....               | 5,996              | 3,476 47    |
| Gate locations marked.....                                | 7,892              | 2,488 96    |
| Gates repaired.....                                       | 91                 | 2,432 85    |
| Gate boxes cleaned out.....                               | 57                 | 1,033 97    |
| Gate box covers and frames repaired.....                  | 106                | 1,436 09    |
| Gate boxes renewed.....                                   | 333                | 14,480 10   |
| Gate boxes raised and lowered.....                        | 219                | 5,038 83    |
| Leaking joints repaired.....                              | 123                | 3,564 93    |
| Leaks due to settlement and other causes.....             | 40                 | 4,266 72    |
| Repairs on bridges (on pipes, boxes, etc).....            | 41                 | 3,419 81    |
| Repaving (including contractor's miscellaneous jobs)..... | 246                | 7,656 60    |
| Miscellaneous jobs.....                                   | 38                 | 2,264 67    |
| Totals.....   | 15,391             | \$75,072 99 |

# Cost of Extension of Main Pipe.

| STREET.                | Location.  | District.    | Size<br>(Inch.) | Feet. | Cost of<br>Depart-<br>ment<br>Materials,<br>etc. | Cost of<br>Labor. | Cost of<br>Inspection. | Total<br>Cost. | Remarks                                     |
|------------------------|--|--------------|-----------------|-------|--|-------------------|------------------------|----------------|---|
| Orchard road.....      | From Corey road.....                                 | Brighton.    | 6               | 113   | \$266 02   | \$426 59          | \$52 94                | \$745 55       | Public, rock, clay.                         |
| Walbridge street.....  | From Brainerd road.....                              | Brighton.    | 6               | 110   | 245 28   | 113 00            | 11 50                  | 369 78         | Private, clay.                              |
|                        | Totals.....  | .....        | 6               | 223   | \$511 30   | \$539 59          | \$64 44                | \$1,115 33     |   |
| Florence avenue.....   | Between Allston street and Common-<br>wealth avenue. | Brighton.    | 8               | 400   | \$1,039 86                                       | \$515 85          | \$76 02                | \$1,631 73     | Private, gravel, rock.                      |
| Lane park.....         | From Foster street.....                              | Brighton.    | 8               | 261   | 502 03   | 330 00            | 32 58                  | 865 51         | Private, clay.                              |
| Perthshire road.....   | From Dunboy street.....                              | Brighton.    | 8               | 411   | 776 16   | 488 33            | 43 13                  | 1,307 62       | Private, hard clay.                         |
| Perle street.....      | From Washington street.....                          | Brighton.    | 8               | 182   | 437 38   | 206 00            | 8 63                   | 632 01         | Private, gravel and clay.                   |
| Claymoss road.....     | Between Commonwealth avenue and<br>Monastery road.   | Brighton.    | 8               | 784   |  |                   |                        |                |   |
|                        | From Claymoss road.....                              | Brighton.    | 8               | 10    | 1,729 04   | 1,923 47          | 90 00                  | 3,742 51       | Private, sand and rock.                     |
| Ransom road.....       | From Perthshire road.....                            | Brighton.    | 8               | 60    | 99 43  | 293 24            | 20 13                  | 412 80         | Public, tar and macadam.                    |
| Matchett street.....   | From Faneuil street.....                             | Brighton.    | 8               | 250   | 698 76   | 344 94            | 9 50                   | 1,053 20       | Private, sand and gravel.                   |
| Goodenough street..... | Between Allston street and Common-<br>wealth avenue. | Brighton.    | 8               | 359   | 962 76   | 732 64            | 54 30                  | 1,749 70       | Private, clay and rock.                     |
| Elizabeth avenue.....  | Between Beach and Tufts streets. ....                | City Proper. | 8               | 173   |  |                   |                        |                |   |
| South street.....      | From Kneeland street.....                            | City Proper. | 8               | 95    | 669 23   | 548 67            | 25 55                  | 1,243 45       | Public, granite block and concrete<br>base. |
| South street.....      | Carried forward.....                                 | .....        | 8               | 2,985 | \$6,915 55                                       | \$5,383 14        | \$359 84               | \$12,658 53    |   |

# Cost of Extension of Main Pipe.—Continued.

| STREET.                | Location.                              | District.   | Size.<br>(Inch.) | Feet. | Cost of Department Materials, etc. | Cost of Labor. | Cost of Inspection. | Total Cost. | Remarks.                |
|------------------------|--|-------------|------------------|-------|------------------------------------|----------------|---------------------|-------------|-------------------------|
|                        | <i>Brought forward</i> .....           |             | 8                | 2,985 | \$6,915 55                         | \$5,383 14     | \$359 84            | \$12,658 53 |                         |
| Dalkeith street.....   | From Howard avenue.....                | Dorchester. | 8                | 56    | 265 72                             | 325 32         | 25 00               | 616 04      | Public, concrete.       |
| Donald road.....       | From Blue Hill avenue.....             | Dorchester. | 8                | 15    | 118 72                             | 17 00          | 5 75                | 141 47      | Private, clay.          |
| Burgoyne street.....   | From Beaumont street.....              | Dorchester. | 8                | 500   | 1,250 68                           | 1,038 65       | 16 39               | 2,305 72    | Private, gravel.        |
| Helena road.....       | From Burgoyne street.....              | Dorchester. | 8                | 74    |                                    |                |                     |             |                         |
| Becket street.....     | Between Van Winkle and Codman streets. | Dorchester. | 8                | 676   | 1,660 27                           | 1,140 47       | 43 44               | 2,844 18    | Private, gravel.        |
| Wildwood street.....   | Between Morton and Middleton streets.  | Dorchester. | 8                | 189   | 381 50                             | 199 25         | 5 75                | 586 50      | Public, clay.           |
| Bertram street.....    | At Old Colony Parkway.....             | Dorchester. | 8                | 131   | 313 06                             | 162 88         | 5 39                | 481 33      | Private, gravel.        |
| Howe street.....       | From Old Colony Parkway.....           | Dorchester. | 8                | 94    | 199 92                             | 118 37         | 5 39                | 323 68      | Private, gravel.        |
| Fairview street.....   | Between Adams and Gustine streets,     | Dorchester. | 8                | 208   | 621 54                             | 399 67         | 21 72               | 1,042 93    | Private, gravel.        |
| Branch street.....     | Between Butler and Medway streets,     | Dorchester. | 8                | 366   | 771 49                             | 537 54         | 67 50               | 1,376 53    | Private, clay.          |
| Myrtlebank avenue..... | From Milton street.....                | Dorchester. | 8                | 171   | 385 37                             | 162 45         | 11 50               | 559 32      | Private, gravel.        |
| Fessenden street.....  | From Norfolk street.....               | Dorchester. | 8                | 32    | 57 94                              | 195 85         | 18 00               | 271 79      | Private, rock.          |
| Mildred avenue.....    | From Norfolk street.....               | Dorchester. | 8                | 152   | 257 93                             | 291 89         | 13 50               | 563 32      | Private, clay and rock. |
| Hallowell street.....  | From Oakland street.....               | Dorchester. | 8                | 71    | 160 20                             | 133 63         | 28 74               | 322 57      | Private, loamy clay.    |
| Fernald terrace.....   | From Quincy street.....                | Dorchester. | 8                | 421   | 1,055 99                           | 1,495 15       | 117 36              | 2,668 50    | Private, rock.          |
| Rockdale street.....   | From Randolph road.....                | Hyde Park.  | 8                | 84    | 145 47                             | 110 02         | 17 25               | 272 74      | Private, rock, hardpan. |

|                             |               |   |        |             |             |            |             |                            |
|-----------------------------|---------------|---|--------|-------------|-------------|------------|-------------|----------------------------|
| Ruskin road.....            | Hyde Park.    | 8 | 524    | 1,223 52    | 745 33      | 52 94      | 2,021 79    | Private, clay.             |
| Hollingsworth street.....   | Hyde Park.    | 8 | 549    | 1,120 28    | 657 36      | 73 31      | 1,850 95    | Private, clay and rock.    |
| Ruskin road.....            | Hyde Park.    | 8 | 138    | 337 78      | 207 99      | 10 86      | 556 63      | Private, clay.             |
| Agnes avenue.....           | Hyde Park.    | 8 | 72     | 121 87      | 224 65      | 9 58       | 356 10      | Private, gravel and rock.  |
| Friendship road.....        | Hyde Park.    | 8 | 438    | 970 52      | 546 30      | 43 44      | 1,560 26    | Private, sand and gravel.  |
| Burnham street.....         | Roxbury.      | 8 | 57     | 295 77      | 175 07      | .....      | 470 84      | Private.                   |
| Cunningham street.....      | Roxbury.      | 8 | 191    | 330 83      | 846 50      | 47 90      | 1,225 23    | Public, gravel.            |
| Reed street.....            | Roxbury.      | 8 | 176    | 513 01      | 280 50      | 28 75      | 822 26      | Public, macadam.           |
| Harold street.....          | Roxbury.      | 8 | 124    | 329 83      | 199 25      | 69 00      | 598 08      | Public, sand and gravel.   |
| Waldon road.....            | West Roxbury. | 8 | 425    | 1,095 99    | 483 51      | 23 00      | 1,602 50    | Private, ash filled.       |
| Pond View avenue.....       | West Roxbury. | 8 | 326    | 815 94      | 388 33      | 29 87      | 1,234 14    | Public, under construction |
| Atlantis street.....        | West Roxbury. | 8 | 135    | 347 92      | 165 00      | 11 50      | 524 42      | Private, sandy clay.       |
| Rosindale avenue.....       | West Roxbury. | 8 | 206    | 638 03      | 278 44      | 29 87      | 946 34      | Private, ash and clay.     |
| Winton street.....          | West Roxbury. | 8 | 267    | 750 56      | 801 00      | 36 60      | 1,588 16    | Public, clay and rock.     |
| Moody street.....           | West Roxbury. | 8 | 430    | 1,054 19    | 609 32      | 51 75      | 1,715 26    | Private, clay.             |
| Granfield avenue.....       | West Roxbury. | 8 | 335    | 630 00      | 378 49      | 31 50      | 1,039 99    | Private, ash filled.       |
| Alhambra road.....          | West Roxbury. | 8 | 427    | 1,017 27    | 554 00      | 23 00      | 1,594 27    | Private, ash filled.       |
| Marion street.....          | West Roxbury. | 8 | 287    | 650 05      | 308 39      | 19 01      | 977 45      | Private, loam and clay.    |
| Roberts avenue.....         | West Roxbury. | 8 | 530    | 1,274 14    | 531 30      | 14 26      | 1,819 70    | Private, gravel, clay.     |
| <i>Carried forward.....</i> |               | 8 | 11,862 | \$28,078 85 | \$20,092 01 | \$1,368 66 | \$49,539 52 |                            |

**Cost of Extension of Main Pipe.—Continued.**

| STREET.              | Location.                                       | District.     | Size<br>(Inch.) | Feet.  | Cost of<br>Depart-<br>ment<br>Materials,<br>etc. | Cost of<br>Labor. | Cost of<br>Inspection. | Total<br>Cost. | Remarks.                       |
|----------------------|---|---------------|-----------------|--------|--|-------------------|------------------------|----------------|--------------------------------|
|                      | <i>Brought forward.</i>                         |               |                 |        |  |                   |                        |                |                                |
| Goodway road.        | Between Bourne and Florence streets,            | West Roxbury. | 8               | 11,862 | \$28,078 85                                      | \$20,092 01       | \$1,368 66             | \$49,539 52    | Private, gravel, clay and ash. |
| Hillside avenue.     | From Crandell street.                           | West Roxbury. | 8               | 641    | 1,355 01   | 695 34            | 25 88                  | 2,076 23       | Private, clay.                 |
| Hawthorne street.    | From Florence street.                           | West Roxbury. | 8               | 224    | 524 96   | 327 58            | 16 29                  | 868 83         | Private, loamy clay.           |
| Grover street.       | From Neponset avenue.                           | West Roxbury. | 8               | 73     | 119 36   | 118 64            | 8 63                   | 246 63         | Private, sand.                 |
| Parkton road.        | Between Bonad and Russett roads.                | West Roxbury. | 8               | 464    | 1,087 53   | 475 32            | 21 72                  | 1,584 57       | Private, rock and clay.        |
| Bonad road.          | Between Weld street and Parkton road.           | West Roxbury. | 8               | 267    | 552 95   | 248 50            | 21 72                  | 823 17         | Private, clay.                 |
| Glenside avenue.     | From Glen road.                                 | West Roxbury. | 8               | 121    | 205 78   | 443 00            | 29 49                  | 678 27         | Private, clay and gravel.      |
| Metropolitan avenue. | West of Washington street.                      | West Roxbury. | 8               | 60     | 146 38   | 60 30             | 5 43                   | 212 11         | Public, under construction.    |
| Maynard street.      | Between Metropolitan avenue and Dale street.    | West Roxbury. | 8               | 573    | 1,444 93   | 947 12            | 45 00                  | 2,437 05       | Private, rock and clay.        |
| Burley street.       | Between Metropolitan avenue and Dale street.    | West Roxbury. | 8               | 166    | 354 42   | 211 25            | 27 50                  | 593 17         | Private, gravel.               |
| Littledale street.   | From Dale street.                               | West Roxbury. | 8               | 12     | 51 55  | 16 25             | 2 75                   | 70 55          | Private, gravel.               |
| Billings lane.       | From Pond street.                               | West Roxbury. | 8               | 639    | 1,582 06   | 997 51            | 69 91                  | 2,649 48       | Private, loamy clay.           |
| Maynard street.      | From Dale street.                               | West Roxbury. | 8               | 43     | 193 83   | 60 22             | 5 50                   | 259 55         | Private, clay and rock.        |
|                      | Totals.   |               |                 | 15,205 | \$35,937 68                                      | \$24,926 04       | \$1,659 98             | \$62,523 70    |                                |
| Penniman road.       | Between Hano and Braintree streets,             | Brighton.     | 10              | 367    | \$1,070 31                                       | \$492 50          | \$27 15                | \$1,589 96     | Private, sand and gravel.      |
| Redford street.      | Between Brainerd road and Common wealth avenue. | Brighton.     | 10              | 410    | 1,179 44   | 524 62            | 25 88                  | 1,729 94       | Private, sand and clay.        |

|                       |   |               |    |       |             |            |          |             |  |
|-----------------------|---|---------------|----|-------|-------------|------------|----------|-------------|--|
| Congress street.....  | Between Franklin and High streets..             | City Proper.  | 10 | 391   | 1,457 27    | 946 44     | 69 43    | 2,473 14    | Public, granite block and concrete base. |
| Congress street.....  | Between Purchase street and Atlantic avenue.    | City Proper.  | 10 | 204   | 1,296 75    | 613 28     | 21 72    | 1,931 75    | Public, granite block and concrete base. |
| Randolph street.....  | Between Harrison avenue and Albany street.      | City Proper.  | 10 | 304   | 1,007 96    | 518 03     | 19 01    | 1,545 00    | Public, granite block and concrete base. |
| Woodworth street..... | At Redfield street.....                         | Dorchester.   | 10 | 36    | 118 08      | 36 00      | 2 88     | 156 96      | Public, macadam.                         |
| Redfield street.....  | Between Walnut and Woodworth streets.           | Dorchester.   | 10 | 510   | 1,302 27    | 540 65     | 19 41    | 1,862 33    | Public, macadam.                         |
| Baywater street.....  | Between Lillian and Annavoy streets.            | East Boston.  | 10 | 535   |             |            |          |             |  |
| Tonogram street.....  | At Baywater street.....                         | East Boston.  | 10 | 5     | 1,865 22    | 1,071 39   | 57 70    | 2,994 31    | Private, gravel.                         |
| Annavoy street.....   | At Baywater street.....                         | East Boston.  | 10 | 10    |             |            |          |             |  |
| Nancia street.....    | At Baywater street.....                         | East Boston.  | 8  | 5     |             |            |          |             |  |
| Waldemar avenue.....  | From Walley street.....                         | East Boston.  | 10 | 281   | 782 18      | 654 67     | 28 74    | 1,465 59    | Private, gravel.                         |
| Partridge street..... | Between Cowing and La Grange streets.           | West Roxbury. | 10 | 246   | 695 88      | 304 48     | 23 00    | 1,023 36    | Private, rock hard pan.                  |
| Woodbrier road.....   | Between Centre street and Welch road.           | West Roxbury. | 10 | 110   | 259 03      | 135 62     | 28 75    | 423 40      | Public, sand and ashes.                  |
| Cornell street.....   | At Washington and Kittredge streets.            | West Roxbury. | 10 | 631   | 1,729 20    | 871 09     | 22 28    | 2,622 57    | Public, clay.                            |
| Schirmer road.....    | Between Church street and Theodore Parker road. | West Roxbury. | 10 | 417   | 1,524 73    | 596 46     | 49 50    | 2,170 69    | Private, rock and clay.                  |
|                       | Totals  | .....         | 10 | 4,457 | \$14,288 32 | \$7,305 23 | \$395 45 | \$21,980 00 |  |
| Arthur street.....    | Between North Beacon and High-born streets.     | Brighton.     | 12 | 467   | \$1,719 38  | \$805 48   | \$31 63  | \$2,556 49  | Public, sand and gravel.                 |
| Larch street.....     | From Kenrick street.....                        | Brighton.     | 12 | 778   | 2,623 61    | 1,088 60   | 63 25    | 3,775 46    | Private, clay.                           |
|                       | Carried forward.                                | .....         | 12 | 1,245 | \$4,342 99  | \$1,894 08 | \$94 88  | \$6,331 95  |  |

# Cost of Extension of Main Pipe.—Continued.

| STREET.              | Location.   | District.    | Size.<br>(Inch.) | Feet. | Cost of<br>Depart-<br>ment<br>Materials,<br>etc. | Cost of<br>Labor. | Cost of<br>Inspection. | Total<br>Cost. | Remarks.                                  |
|----------------------|---|--------------|------------------|-------|--|-------------------|------------------------|----------------|---|
| Euston road.         | <i>Brought forward.</i>                           |              | 12               | 1,245 | \$4,342 99                                       | \$1,894 08        | \$98 88                | \$6,331 95     |   |
|                      | Between Washington street and Colonial road.      | Brighton.    | 12               | 732   | 2,516 05   | 2,558 83          | 199 50                 | 5,274 38       | Private, rock.                            |
| Kneeland street.     | Between Ulica street and Atlantic avenue.         | City Proper. | 12               | 368   | 2,970 83   | 788 98            | 25 55                  | 3,785 36       | Public, granite block, and concrete base. |
| Kneeland street.     | Between Whitmore and Washington streets.          | City Proper. | 12               | 69    | 334 39   | 339 62            | 43 13                  | 717 14         | Public, granite block, and concrete base. |
| Blue Hill avenue.    | New York, New Haven and Hartford Railroad Bridge. | Dorchester.  | 12               | 133   | 773 72   | 186 25            | 23 00                  | 982 97         | Public, loamy clay.                       |
| Old Colony Parkway.  | Between Tolman and Conley streets.                | Dorchester.  | 12               | 592   | 2,167 21   | 793 80            | 29 34                  | 2,990 35       | Public, under construction.               |
| Norwell street.      | Between Vassar and Carmen streets.                | Dorchester.  | 12               | 349   | 1,189 42   | 668 32            | 27 15                  | 1,884 89       | Private.                                  |
| Lorna road.          | From Morton street.                               | Dorchester.  | 12               | 330   | 1,405 69   | 435 00            | 24 44                  | 1,865 13       | Private, ash filled.                      |
| Old Colony Parkway.  | At Tolman street.                                 | Dorchester.  | 12               | 14    | 96 19  | 135 28            | 6 59                   | 238 06         | Public, dirt.                             |
| Morton street.       | Between Evans and West Selden streets.            | Dorchester.  | 12               | 575   | 1,759 42   | 955 48            | 58 80                  | 2,773 70       | Public, macadam and clay.                 |
| Allendale street.    | From Hall Top street.                             | Dorchester.  | 12               | 124   | 409 12   | 136 40            | 4 31                   | 549 83         | Private, gravel, dirt.                    |
| Tchapitoulas street. | From Poydras street.                              | Hyde Park.   | 12               | 318   | 1,288 01   | 1,101 97          | 71 50                  | 2,461 48       | Private, rock, gravel and clay.           |
| Poydras street.      | Between Tchapioulas and River streets.            | Hyde Park.   | 12               | 415   | 1,408 79   | 1,574 38          | 99 00                  | 3,082 17       | Public and private, brick and clay.       |
| Moore street.        | Between Southampton street and South Bay avenue.  | Roxbury.     | 12               | 916   | 4,048 04   |                   |                        |                |   |
| South Bay avenue.    | Between Moore and Burnham streets                 | Roxbury.     | 12               | 162   |  | 2,329 15          | 71 88                  | 6,449 07       | Private, granite block and concrete base. |

|                        |   |               |    |        |             |             |            |             |   |
|------------------------|---|---------------|----|--------|-------------|-------------|------------|-------------|---|
| Burnham street.....    | From Southampton street.....                        | Roxbury.      | 12 | 513    | 1,993 53    | 939 90      | 10 90      | 2,944 33    | Private, granite block and concrete base. |
| Harrishof street.....  | Between Warren street and Humboldt avenue.          | Roxbury.      | 12 | 1,029  | 4,050 34    | 5,177 71    | 92 00      | 9,330 05    | Public, rock.                             |
| Riverway.....          | Between Brookline and Longwood avenue.              | Roxbury.      | 12 | 827    | 3,170 75    | 1,384 27    | 41 69      | 4,596 71    | Parkway, gravel and loam.                 |
| Short street.....      | Between Riverway and Pilgram road,                  | Roxbury.      | 12 | 223    | 936 63      | 248 60      | 11 50      | 1,216 73    | Private, gravel.                          |
| Burnham street.....    | Between Southampton street and South Bay avenue.    | Roxbury.      | 12 | 237    | 811 64      | 552 15      | 47 90      | 1,411 69    | Private gravel.                           |
| Plymouth street.....   | Between Riverway and Longwood avenue.               | Roxbury.      | 12 | 252    | 806 69      | 260 70      | 14 38      | 1,081 77    | Public, macadam.                          |
| West Roxbury Parkway.  | South from Pelton street.....                       | West Roxbury. | 12 | 212    | 777 25      | 311 41      | 22 68      | 1,111 34    | Public, clay.                             |
| Washington street..... | East side, between Rockland street and Dedham line. | West Roxbury. | 12 | 725    | 2,739 59    | 1,261 35    | 105 89     | 4,106 83    | Public, rock and gravel.                  |
| Pierpont road.....     | Between Theodore Parker road and Church street.     | West Roxbury. | 12 | 317    | 1,294 62    | 477 15      | 38 81      | 1,810 58    | Private, clay.                            |
| Orange street.....     | From Beech street.....                              | West Roxbury. | 12 | 255    | 1,072 06    | 423 05      | 36 65      | 1,531 76    | Private, clay.                            |
| La Grange street.....  | Between Lasell street and Brook Farm road.          | West Roxbury. | 12 | 738    | 2,464 26    | 906 90      | 59 73      | 3,430 89    | Public, gravel and macadam.               |
| Lasell street.....     | From La Grange street.....                          | West Roxbury. | 12 | 231    | 883 46      | 362 90      | 15 61      | 1,261 97    | Private, sand.                            |
| Germania street.....   | Between Brookside avenue and Bismarck street.       | West Roxbury. | 12 | 251    | 1,201 16    | 551 90      | 43 44      | 1,796 50    | Public, rock and sandy clay.              |
| Bismarck street.....   | Between Germania and Porter streets,                | West Roxbury. | 12 | 72     | 335 96      | 450 90      | 21 72      | 808 58      | Public, rock and clay.                    |
| Stratford street.....  | From Saville street.....                            | West Roxbury. | 12 | 182    | 782 86      | 124 60      | 25 88      | 933 34      | Private, clay.                            |
| Russett road.....      | Between Weld street and Parkton road.               | West Roxbury. | 12 | 179    | 676 03      | 368 02      | 10 18      | 1,054 23    | Private, clay.                            |
|                        | <i>Carried forward.</i> .....                       |               | 12 | 12,605 | \$48,726 07 | \$27,699 05 | \$1,378 03 | \$77,803 78 |   |

# Cost of Extension of Main Pipe.—Concluded.

| STREET.                         | Location.   | District.     | Size.<br>(Inch.) | Feet.  | Cost of<br>Depart-<br>ment<br>Materials,<br>etc. | Cost of<br>Labor. | Cost of<br>Inspection. | Total<br>Cost. | Remarks.                                       |
|---------------------------------|---|---------------|------------------|--------|--|-------------------|------------------------|----------------|--|
|                                 | <i>Brought forward</i> .....                              | .....         | 12               | 12,605 | \$48,726 70                                      | \$27,699 05       | \$1,378 03             | \$77,803 78    |  |
| Stratford street.....           | From West Border road.....                                | West Roxbury. | 12               | 30     | 133 39   | 49 50             | 1 44                   | 184 33         | Private, clay.                                 |
| Dale street.....                | Between Eldridge and Burley streets,                      | West Roxbury. | 12               | 374    | 1,355 95   | 637 65            | 22 00                  | 2,035 60       | Public, clay and gravel.                       |
|                                 | Totals.....   | .....         | 12               | 13,009 | \$50,216 04                                      | \$28,406 20       | \$1,401 47             | \$80,023 71    |  |
| Charles River Reserva-<br>tion. | Between Western avenue and Cam-<br>bridge street....      | Brighton.     | 16               | 1,257  |  |                   |                        |                | Public, land, mixed filling and<br>macadam.    |
| Cambridge street.....           | At Charles River Reservation.....                         | Brighton.     | 12               | 56     | \$5,806 28                                       | \$3,704 47        | \$195 50               | \$9,706 25     |  |
| West Border road.....           | Between West Roxbury Parkway and<br>La Grange street..... | West Roxbury. | 16               | 1,963  |  |                   |                        |                |  |
| Off West Border road....        | Connection to Mt. Bellevue tank....                       | West Roxbury. | 16               | 25     | 9,603 65   | 4,038 25          | 192 63                 | 13,834 53      | Public, state highway, clay.                   |
|                                 | Totals.....   | .....         | 16               | 3,245  | \$15,409 93                                      | \$7,742 72        | \$388 13               | \$23,540 78    |  |
| Sutherland road.....            | Between Commonwealth avenue and<br>Beacon street.         | Brighton.     | 24               | 2,296  |  |                   |                        |                |  |
| Commonwealth avenue..           | Between Sutherland road and Colonial<br>road.             | Brighton.     | 24               | 283    | \$28,480 32                                      | \$16,259 37       | \$561 00               | \$45,280 69    | Public and private, bitulithic<br>and macadam. |
| Colonial road.....              | From Commonwealth avenue.....                             | Brighton.     | 24               | 192    |  |                   |                        |                |  |
| Colonial road.....              | At Commonwealth avenue.....                               | Brighton      | 12               | 22     |  |                   |                        |                |  |
|                                 | Totals.....   | .....         | 24               | 2,771  | \$28,460 32                                      | \$16,259 37       | \$561 00               | \$45,280 69    |  |
|                                 |   |               | 12               | 22     |  |                   |                        |                |  |

# Cost of Replacement of Main Pipe.

| STREET.               | Location.  | District.    | Size.<br>(Inch.) | Feet. | Cost of<br>Depart-<br>ment<br>Material,<br>etc. | Cost of<br>Labor. | Cost of<br>Inspection. | Total<br>Cost. | Original<br>Size.<br>(Inch.)        | Remarks.                                 |
|-----------------------|--|--------------|------------------|-------|---|-------------------|------------------------|----------------|-------------------------------------|--|
| Harrison place.....   | Off Russell street.....                          | Charlestown. | 2                | 105   | \$135 37  | \$75 06           | .....                  | \$210 43       | $\frac{1}{2}, \frac{3}{4}$<br>Lead. | Private, harvia.                         |
| Townsend place.....   | From Carver street.....                          | City Proper. | 6                | 169   | 257 70  | 374 63            | \$20 13                | 652 46         | 4                                   | Private, granite block and gravel base.  |
| Salem Hill court..... | From Holden row.....                             | Charlestown. | 6                | 72    | 173 28  | 157 50            | .....                  | 330 78         | 4                                   | Public, dirt.                            |
| Holden row.....       | From Wesley street.....                          | Charlestown. | 6                | 130   | 151 49  | 122 48            | .....                  | 273 97         | 4                                   | Public, dirt.                            |
|                       | Totals.....                                      | .....        | 6                | 371   | \$382 47  | \$654 61          | \$20 13                | \$1,257 21     |                                     |  |
| Province court.....   | From Province street.....                        | City Proper. | 8                | 74    | \$221 15  | \$197 27          | \$5 43                 | \$423 85       | 6                                   | Public, granite block and gravel base.   |
| Oneida street.....    | Between Harrison avenue and Albany street.       | City Proper. | 8                | 504   | 1,395 59  | 731 85            | 69 00                  | 2,216 44       | 6                                   | Public, granite block and concrete base. |
| Branch street.....    | Between Butler and Midway streets.               | Dorchester.  | 8                | 120   | 214 04  | 159 47            | 6 75                   | 380 26         | 6                                   | Private, clay.                           |
| Standard street.....  | Between Manchester and Freedom streets.          | Dorchester.  | 8                | 50    | .....   | 593 37            | .....                  | 982 72         | 6                                   | Public, under construction.              |
| Freeland street.....  | At Standard street.....                          | Dorchester.  | 12               | 6     | 389 35  | .....             | .....                  | .....          | 12                                  |  |
| Humphreys place.....  | From Humphreys street.....                       | Dorchester.  | 8                | 358   | \$10 38   | 555 94            | 19 69                  | 1,386 01       | 4                                   | Private, macadam.                        |
| Greenwood avenue..... | Between Thatcher street and Metropolitan avenue. | Hyde Park.   | 8                | 935   | 2,020 01  | 1,427 04          | 56 50                  | 3,503 55       | 4                                   | Public, gravel                           |
|                       | Carried forward.....                             | .....        | 8                | 2,041 | \$5,050 52                                      | \$3,684 94        | \$157 37               | \$8,892 83     |                                     |  |

# Cost of Replacement of Main Pipe.—Concluded.

| STREET.              | Location.                                 | District.     | Size.<br>(Inch.) | Feet  | Cost of<br>Depart-<br>ment<br>Material,<br>etc. | Cost of<br>Labor. | Cost of<br>Inspection. | Total<br>Cost. | Original Size.<br>(Inch.) | Remarks.                               |
|----------------------|---|---------------|------------------|-------|---|-------------------|------------------------|----------------|---------------------------|--|
|                      | <i>Brought forward.</i>                   |               | 8                | 2,011 | \$5,050 52                                      | \$3,684 94        | \$157 37               | \$8,892 83     |                           |  |
| Westminster street.  | At Metropolitan avenue.                   | Hyde Park.    | 8                | 116   | 443 92  | 263 55            | 8 25                   | 715 72         | 6                         | Public, gravel and macadam.            |
| Short street.        | Between Riverway and Pilgrim road.        | Hyde Park.    | 8                | 15    | 127 70  | 18 90             | 2 88                   | 149 48         | 6                         | Public, macadam.                       |
| Bowen street.        | Between F and Dorchester streets.         | South Boston. | 8                | 449   | 1,134 99  | 970 49            | 38 01                  | 2,143 49       | 4                         | Public, macadam.                       |
| Winton street.       | From Beech street.                        | West Roxbury. | 8                | 184   | 517 04  | 554 38            | 25 21                  | 1,096 63       | 6                         | Public, clay and rock.                 |
| Metropolitan avenue. | From Washington street.                   | West Roxbury. | 8                | 332   | 575 71  | 375 55            | 18 33                  | 969 59         | 6                         | Public, clay.                          |
|                      | Totals.                                   |               | 8                | 3,137 | \$7,849 88                                      | \$5,867 81        | \$250 05               | \$13,967 74    |                           |  |
| Cornell street.      | Between Washington and Kiltredge streets. | West Roxbury. | 10               | 132   | \$353 10  | \$192 58          | \$28 75                | \$574 43       | 8                         | Public, clay.                          |
| Province street.     | Between School and Bromfield streets.     | City Proper.  | 12               | 426   | 1,267 62  | 1,083 18          | 43 44                  | 2,394 24       | 6, 12                     | Public, granite block and gravel base. |
| Leverett street.     | Between Cotting and Green streets.        | City Proper.  | 12               | 780   |   |                   |                        |                | 12                        |  |
| Causeway street.     | At Leverett street.                       | City Proper.  | 12               | 17    | 2,706 65  | 1,488 69          | 179 19                 | 4,374 53       | 12                        | Public, granite block and gravel base. |
| Lyman street.        | At Leverett street.                       | City Proper.  | 8                | 14    |   |                   |                        |                | 6                         |  |
| Cotting street.      | At Leverett street.                       | City Proper.  | 8                | 17    |   |                   |                        |                | 6                         |  |
| Wildwood street.     | Between Morton and Woolson streets.       | Dorchester.   | 12               | 635   | 2,577 51  | 1,118 38          | 66 13                  | 3,762 02       | 6                         | Public, under construction.            |

|                          |   |               |    |       |             |             |          |             |  |      |
|--------------------------|---|---------------|----|-------|-------------|-------------|----------|-------------|--|------|
| Blue Hill avenue.....    | Between Harvard and Paxton streets.         | Dorchester.   | 12 | 865   |             |             |          |             |  | 6    |
| Hazleton street.....     | At Blue Hill avenue.....                    | Dorchester.   | 12 | 12    | 2,983 41    | 1,634 37    | 106 68   | 4,724 49    |  | 6    |
| Paxton street.....       | At Blue Hill avenue.....                    | Dorchester.   | 8  | 4     |             |             |          |             |  | 6    |
| Humphreys street.....    | Between Groom and Dudley streets.           | Dorchester.   | 12 | 870   |             |             |          |             |  | 2, 6 |
| Harrow street.....       | At Humphreys street.....                    | Dorchester.   | 10 | 10    |             |             |          |             |  | 6    |
| Wendover street.....     | At Humphreys street.....                    | Dorchester.   | 8  | 23    | 3,226 10    | 1,205 38    | 73 31    | 4,504 79    |  | 6    |
| Holden street.....       | At Humphreys street.....                    | Dorchester.   | 8  | 13    |             |             |          |             |  | 8    |
| Quincefield street.....  | At Humphreys street.....                    | Dorchester.   | 8  | 22    |             |             |          |             |  | 6    |
| Poydras street.....      | Between Tchapotoulas and River streets.     | Hyde Park.    | 12 | 174   | 619 25      | 286 50      | 33 00    | 938 75      |  | 6    |
| Thatcher street.....     | Between Hyde Park and Metropolitan avenues. | Hyde Park.    | 12 | 756   | 2,809 43    | 1,365 50    | 57 50    | 4,232 43    |  | 4, 6 |
| Central avenue.....      | From Metropolitan avenue.....               | Hyde Park.    | 12 | 114   | 519 26      | 184 03      | 8 25     | 711 54      |  | 8    |
| Metropolitan avenue..... | Between Thatcher and River streets.         | Hyde Park.    | 12 | 1,169 | 4,722 67    | 2,156 50    | 93 50    | 6,972 67    |  | 6    |
| Pilgrim road.....        | Between Brookline and Longwood avenues.     | Roxbury.      | 12 | 1,803 | 5,907 62    | 2,442 72    | 92 00    | 8,442 34    |  | 6    |
| Plymouth street.....     | Between Riverway and Longwood avenue.       | Roxbury.      | 12 | 270   | 1,053 53    | 419 07      | 42 13    | 1 514 73    |  | 4    |
| Dale street.....         | Between Eldridge and Dudley streets.        | West Roxbury. | 12 | 94    | 362 26      | 141 00      | 8 25     | 511 51      |  | 6    |
| Bismarck street.....     | Between Germania and Porter streets.        | West Roxbury. | 12 | 145   | 397 39      | 122 50      | 43 44    | 563 33      |  | 6    |
| Totals.....              |   |               | 12 | 8,130 | \$29,152 73 | \$13,647 82 | \$846 82 | \$43,647 37 |  |      |

# Cost of Relocation of Main Pipe.

| STREET.                | Location.                                  | District.     | (Inch.)<br>Size. | Feet.       | Cost of Department Material, etc. | Cost of Labor. | Cost of Inspection. | Total Cost. | Original Size.<br>(Inch.) | Remarks.                                  |
|------------------------|--|---------------|------------------|-------------|-----------------------------------|----------------|---------------------|-------------|---------------------------|---|
| Humphreys street.....  | Between Harrow and Dudley streets.         | Dorchester.   | 6                | 142         | \$247 60                          | \$23 41        | \$15 75             | \$286 76    | 6                         | Public, sand and gravel.                  |
| Parley avenue.....     | Between Rockview and Centre streets.       | West Roxbury. | 6                | 165         | 310 05                            | 804 20         | 65 25               | 1,179 50    | 6                         | Private, rock.                            |
|                        | Totals.....                                | .....         | 6                | 307         | \$557 65                          | \$827 61       | \$81 00             | \$1,466 26  |                           |   |
| Devonshire street..... | Between Milk and Franklin streets.         | City Proper.  | 8                | 262         | \$528 01                          | \$77 50        | .....               | \$605 51    | 8                         | Public, granite block and concrete base.  |
| Beryl street.....      | Between Cornell and Brooks streets.        | West Roxbury. | 8                | 150         | 127 86                            | 531 25         | 40 25               | 699 36      | 8                         | Public, under construction.               |
|                        | Totals.....                                | .....         | 8                | 412         | \$655 87                          | \$608 75       | \$40 25             | \$1,304 87  |                           |   |
| Leston street.....     | From Morton street.....                    | Dorchester.   | 10               | 18          | \$115 75                          | \$69 10        | .....               | \$184 85    | 10                        | Public, gravel.                           |
| Sutherland road.....   | Between Orkney road and Beacon streets.    | Brighton.     | 12               | 192         | 350 63                            | 495 00         | 55 00               | 900 63      | 12                        | Public, macadam.                          |
| Harrison avenue.....   | At railroad bridge at Noanet street.       | City Proper.  | 12               | 13          | 100 46                            | .....          | .....               | 100 46      | 12                        | Public, granite block and concrete base.* |
| Broadway.....          | At Harrison avenue.....                    | City Proper.  | 12               | 26          | 178 88                            | .....          | .....               | 178 88      | 12                        | Public, granite block and concrete base.* |
| Federal street.....    | Between Franklin and High streets.         | City Proper.  | 12               | 117         | 372 98                            | 235 20         | 23 00               | 631 18      | 12                        | Public, granite block and concrete base.  |
| Neponset Bridge.....   | At Neponset avenue, Quincy side.           | Dorchester.   | {12<br>594}      | {12<br>594} | 3,526 62                          | 2,642 04       | 64 07               | 6,232 73    | 12                        |   |
| Neponset Bridge.....   | At Neponset avenue, Boston side.           | Dorchester.   | {12<br>594}      | {12<br>594} | .....                             | .....          | .....               | .....       | 8, 12                     |   |
| Neponset avenue.....   | At Neponset Bridge, Boston side.           | Dorchester.   | 12               | 230         | .....                             | .....          | .....               | .....       | 12, 16                    | Public, granite block and concrete base.  |
|                        | Totals.....                                | .....         | 12               | 1,277       | \$4,529 57                        | \$3,372 24     | \$142 07            | \$8,043 88  |                           |   |
| Water street.....      | Between Washington and Devonshire streets. | City Proper.  | 24               | 73          | \$2,213 85                        | \$3,326 23     | .....               | \$5,540 08  | 24                        | Public, granite block and concrete base.  |

\* Labor paid by New England Telephone and Telegraph Company.

† Steel.

## WATERWORKS STATISTICS — CITY OF BOSTON.

FOR THE FISCAL YEAR ENDING JANUARY 31, 1925.

## DISTRIBUTION.

*Mains.*

Kind of pipe: Cast iron, wrought iron.  
 Sizes: 2-inch to 48-inch.  
 Extended, miles, 7.27.  
 Sizes, enlarged, miles, 2.11.  
 Total miles now in use, 901.01.  
 Public hydrants added, 116.  
 Public hydrants now in use, 10,144.  
 Stop gates added, 163.  
 Stop gates now in use, 13,656.  
 Stop gates smaller than 4-inch, 31.  
 Number of blow-offs, 695.  
 Range of pressure on mains, 30 to 90 pounds.

*Services.*

Kind of pipe and size, lead and lead lined:  $\frac{1}{2}$ -inch to 2-inch, cast iron.  
 2 $\frac{1}{2}$ -inch to 12-inch, wrought iron and cement lined:  $\frac{3}{4}$ -inch to 2-inch.  
 Extended, feet, 29,759.  
 Total miles now in use, 603.74.  
 Service taps added, 1,284.  
 Total service taps now in use, 112,182.

## High Pressure Fire System Extension.

|   |             |  |                |                |
|---|-------------|--|----------------|----------------|
| Appropriations to January 31, 1925..... |             |  |                | \$2,128,000 00 |
| Expenditures to January 31, 1924.....   |             |  | \$1,764,293 32 |                |
| Expenditures during the year 1924-25:   |             |  |                |                |
| Extension:                              |             |  |                |                |
| Engineering.....                        | \$8,080 91  |  |                |                |
| Automobiles.....                        | 452 88      |  |                |                |
| Yard.....                               | 1,499 90    |  |                |                |
| Inspection of pipe laying.....          | 2,638 12    |  |                |                |
| Inspection of castings.....             | 898 44      |  |                |                |
| Tools and repairs.....                  | 60 09       |  |                |                |
| Vacations.....                          | 305 73      |  |                |                |
| Atlantic avenue.....                    | 17,754 67   |  |                |                |
| Berkeley street.....                    | 30 95       |  |                |                |
| Bowker street.....                      | 6,296 18    |  |                |                |
| Broad street.....                       | 2,157 95    |  |                |                |
| Canal street.....                       | 13,254 71   |  |                |                |
| Chardon street.....                     | 9,003 62    |  |                |                |
| Carried forward.....                    | \$62,434 15 |  | \$1,764,293 32 | \$2,128,000 00 |

High Pressure Fire System Extension.—*Concluded.*

|   |             |              |                |                    |
|---|-------------|--------------|----------------|--------------------|
| Brought forward.....                        | \$62,434 15 | .....        | \$1,764,293 32 | \$2,128,000 00     |
| Chatham street.....                         | 7,899 58    |              |                |                    |
| Commerce street.....                        | 8,917 80    |              |                |                    |
| Commercial street.....                      | 515 32      |              |                |                    |
| Custom House street.....                    | 2,504 86    |              |                |                    |
| Doane street.....                           | 4,479 58    |              |                |                    |
| Fleet street.....                           | 9,050 68    |              |                |                    |
| Hanover street.....                         | 12,068 42   |              |                |                    |
| Hawkins street.....                         | 6,411 79    |              |                |                    |
| India street.....                           | 5,698 85    |              |                |                    |
| Kilby street.....                           | 6,964 94    |              |                |                    |
| Kingston street.....                        | 4,056 18    |              |                |                    |
| Kneeland street.....                        | 17,529 39   |              |                |                    |
| Market street.....                          | 1,979 72    |              |                |                    |
| Milk street.....                            | 5,681 03    |              |                |                    |
| North street.....                           | 4,147 21    |              |                |                    |
| Portland street.....                        | 271 20      |              |                |                    |
| South street.....                           | 5,094 21    |              |                |                    |
| State street.....                           | 4,069 66    |              |                |                    |
| Sudbury street.....                         | 2,714 11    |              |                |                    |
| Union street.....                           | 14,506 95   |              |                |                    |
| Washington street.....                      | 5,093 25    |              |                |                    |
| Total extension 1924-25.....                |             | \$192,088 88 |                |                    |
| Maintenance:                                |             |              |                |                    |
| Main pipe repairs.....                      | \$167 18    |              |                |                    |
| Hydrant repairs.....                        | 2,078 72    |              |                |                    |
| Sewer service.....                          | 109 32      |              |                |                    |
| Total maintenance.....                      |             | 2,355 22     |                |                    |
| Stock purchased.....                        |             | 127,881 38   |                |                    |
| Total expenditures, 1924-25.....            |             |              | 322,325 48     |                    |
| Total expenditures to January 31, 1925..... |             |              |                | 2,086,618 80       |
| Unexpended balance January 31, 1925.....    |             |              |                | <u>\$41,381 20</u> |

## APPENDIX F.

REPORT OF THE BOSTON AND CAMBRIDGE  
BRIDGE COMMISSION.

BOSTON, February 1, 1925.

*To the Honorable the Mayor:*

SIR,—As commissioner for the City of Boston, I respectfully submit herewith the annual report of the Boston and Cambridge Bridge Commission for the year ending January 31, 1925.

This commission is composed of two members, one appointed by the Mayor of the City of Boston and the other by the Mayor of the City of Cambridge, under provisions of chapter 467, Acts of 1898.

The commission has charge of the maintenance of the following-named bridges between Boston and Cambridge: Anderson, Cambridge Street, River Street, Cambridge and Prison Point.

As there is no separate appropriation made for the City of Boston's portion of the expenses of this commission, the same is taken from the appropriation for the Bridge and Ferry Division, Bridge Service. The amount expended during the fiscal year ending January 31, 1925, was \$31,740.49.

BROOKLINE STREET BRIDGE (OVER CHARLES RIVER  
AT COTTAGE FARM).

This bridge has been taken over by the Metropolitan District Commission for the purpose of making repairs, until such time as a new bridge is built at this location. Conferences have been held in regard to the new structure, since the plans must be approved by the mayors of Boston and Cambridge. It is hoped that the work of constructing the new bridge will be started during the coming year.

## HARVARD BRIDGE.

The Metropolitan District Commission took over Harvard Bridge during the past year for the purpose of maintaining it and making it safe for the next ten or

fifteen years. The draw span was eliminated and the bridge at this point reconstructed to make it as wide as the rest of the structure.

The commission went to considerable expense in keeping this bridge open to travel both before and during the period of reconstruction. In the rebuilding of the bridge by the Metropolitan District Commission, under chapter 442, Acts of 1924, steel stringers were placed instead of the wooden stringers, 6-inch yellow pine plank floor laid on top of these stringers, and a granite block paving placed on the plank for a wearing surface. A new high concrete curb was placed on either side and granolithic sidewalks were built.

#### PRISON POINT BRIDGE.

This bridge was entirely resheathed and considerable patching and repairs were made to the pier.

#### RIVER STREET BRIDGE.

Two steel header beams, broken under the traffic, were replaced and some of the other steel work, which was in bad condition, was repaired. The bridge was sheathed once and a very large amount of under plank replaced.

It is expected that some time during 1925 this bridge will be rebuilt by the Metropolitan District Commission, as the plans for rebuilding have been approved by the mayors of Boston and Cambridge.

#### WESTERN AVENUE BRIDGE TO CAMBRIDGE.

This bridge has been rebuilt by the Metropolitan District Commission and will be turned back to this commission for the purpose of maintenance some time during the coming year.

The bridge now is a three-arched reinforced concrete structure, 60 feet wide, and traffic between Boston and Cambridge has been greatly improved by the addition of this structure.

Respectfully submitted,

JOSEPH A. ROURKE,  
*Commissioner for the City of Boston.*

## Boston and Cambridge Bridges, Expenditures for the Year 1924-25.

|                                       | Administration. | Anderson Bridge. | Cambridge Street-River Street Bridge. | Cambridge Bridge. | Essex Street-Brookline Street Bridge. | Harvard Bridge. | Prison Point Bridge. | Western Avenue Bridge to Cambridge. | Totals.     |
|---------------------------------------|-----------------|------------------|---------------------------------------|-------------------|---------------------------------------|-----------------|----------------------|-------------------------------------|-------------|
| Salaries.....                         | \$250 00        | .....            | \$5,053 67                            | \$2,802 97        | .....                                 | \$2,310 44      | \$5,905 52           | \$957 38                            | \$17,279 98 |
| Inspection.....                       | .....           | \$4 00           | 134 00                                | .....             | .....                                 | 208 00          | 242 00               | 26 00                               | 614 00      |
| Repairs.....                          | .....           | 221 60           | 1,512 65                              | 841 57            | .....                                 | 3,052 93        | 1,895 50             | .....                               | 7,524 25    |
| Lumber.....                           | .....           | .....            | 592 69                                | .....             | .....                                 | 1,829 45        | 625 15               | .....                               | 3,047 29    |
| Light.....                            | .....           | 299 41           | 25 39                                 | 1,527 68          | \$175 96                              | 367 65          | 11 37                | 12 67                               | 2,420 13    |
| Fuel.....                             | .....           | .....            | 31 50                                 | .....             | .....                                 | .....           | 65 76                | .....                               | 97 26       |
| Supplies.....                         | .....           | .....            | 133 81                                | 24 20             | .....                                 | 296 76          | 88 14                | .....                               | 542 91      |
| Removing sweepings.....               | .....           | .....            | .....                                 | .....             | .....                                 | 105 26          | .....                | .....                               | 105 26      |
| Printing and stationery.....          | 37 42           | .....            | .....                                 | .....             | .....                                 | .....           | .....                | .....                               | 37 42       |
| Telephone and traveling expenses..... | 60 79           | .....            | .....                                 | .....             | .....                                 | .....           | .....                | .....                               | 60 79       |
| Advertising.....                      | 11 20           | .....            | .....                                 | .....             | .....                                 | .....           | .....                | .....                               | 11 20       |
| Totals.....                           | \$339 41        | \$525 01         | \$7,453 71                            | \$5,196 42        | \$175 96                              | \$8,170 49      | \$8,833 44           | \$996 05                            | \$31,740 49 |

## Monthly Summary of Draw Openings, Boston and Cambridge Bridges, February 1, 1924, to January 31, 1925.

|                | CAMBRIDGE STREET-<br>RIVER STREET BRIDGE. |          |           | HARVARD BRIDGE. |          |           | PRISON POINT BRIDGE. |          |           | WESTERN AVENUE BRIDGE<br>TO CAMBRIDGE. |          |           |
|----------------|---|----------|-----------|-----------------|----------|-----------|----------------------|----------|-----------|--|----------|-----------|
|                | Vessels.                                  | Cargoes. | Openings. | Vessels.        | Cargoes. | Openings. | Vessels.             | Cargoes. | Openings. | Vessels.                               | Cargoes. | Openings. |
| <b>1924.</b>   |   |          |           |                 |          |           |                      |          |           |  |          |           |
| February.....  | 0   | 0        | 0         | 0               | 0        | 0         | 8                    | 1        | 4         | 0                                      | 0        | 0         |
| March.....     | 0   | 0        | 0         | 0               | 0        | 0         | 6                    | 1        | 4         | 0                                      | 0        | 0         |
| April.....     | 0   | 0        | 0         | 0               | 0        | 0         | 0                    | 0        | 0         | 0                                      | 0        | 0         |
| May.....       | 0   | 0        | 0         | 0               | 0        | 0         | 12                   | 3        | 8         | 0                                      | 0        | 0         |
| June.....      | 0   | 0        | 0         | 0               | 0        | 0         | 6                    | 1        | 4         | 0                                      | 0        | 0         |
| July.....      | 0   | 0        | 0         | 0               | 0        | 0         | 6                    | 1        | 4         | 0                                      | 0        | 0         |
| August.....    | 8   | 0        | 4         | 0               | 0        | 0         | 11                   | 2        | 8         | 0                                      | 0        | 0         |
| September..... | 10  | 0        | 6         | 0               | 0        | 0         | 6                    | 1        | 4         | 0                                      | 0        | 0         |
| October.....   | 0   | 0        | 0         | 0               | 0        | 0         | 9                    | 1        | 6         | 0                                      | 0        | 0         |
| November.....  | 2   | 0        | 2         | 0               | 0        | 0         | 12                   | 2        | 8         | 0                                      | 0        | 0         |
| December.....  | 0   | 0        | 0         | 0               | 0        | 0         | 12                   | 2        | 8         | 0                                      | 0        | 0         |
| <b>1925.</b>   |   |          |           |                 |          |           |                      |          |           |  |          |           |
| January.....   | 0   | 0        | 0         | 0               | 0        | 0         | 0                    | 0        | 0         | 0                                      | 0        | 0         |
| Totals.....    | 20  | 0        | 12        | 0               | 0        | 0         | 88                   | 15       | 58        | 0                                      | 0        | 0         |

NOTE.— Harvard Bridge was taken over by the Metropolitan District Commission July 28, 1924.  
Western Avenue Bridge was taken over by the Metropolitan District Commission.

## Annual Summary of Draw Openings, Boston and Cambridge Bridges, February 1, 1924, to January 31, 1925.

| BRIDGE.                            | TUGS. |        |        | BARGES. |        |        | ALL OTHERS. |        |        | TOTAL VESSELS. |        |        | CARGOES. | OPENINGS. |
|------------------------------------|-------|--------|--------|---------|--------|--------|-------------|--------|--------|----------------|--------|--------|----------|-----------|
|                                    | Day.  | Night. | Total. | Day.    | Night. | Total. | Day.        | Night. | Total. | Day.           | Night. | Total. |          |           |
| Cambridge Street-River Street..... | 6     | 0      | 6      | 0       | 0      | 0      | 14          | 0      | 14     | 20             | 0      | 20     | 0        | 12        |
| Harvard.....                       | 0     | 0      | 0      | 0       | 0      | 0      | 0           | 0      | 0      | 0              | 0      | 0      | 0        | 0         |
| Prison Point.....                  | 60    | 0      | 60     | 28      | 0      | 28     | 0           | 0      | 0      | 88             | 0      | 88     | 15       | 58        |
| Western Avenue to Cambridge.....   | 0     | 0      | 0      | 0       | 0      | 0      | 0           | 0      | 0      | 0              | 0      | 0      | 0        | 0         |
| Totals.....                        | 66    | 0      | 66     | 28      | 0      | 28     | 14          | 0      | 14     | 108            | 0      | 108    | 15       | 70        |





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